

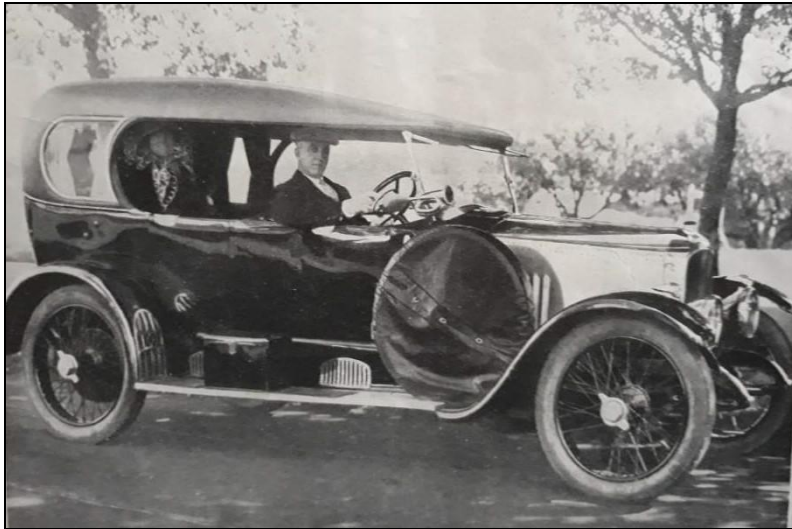
# A - D VAUXHALL REGISTER

## AUSTRALIAN NEWSLETTER

### AUGUST 2021

Hello Everyone.

Below are some nice period photographs I received that are always nice to see. The first photograph appears to be a two wheel braked 23-60 fitted with an Australian body.



*IN the 23-60 Vauxhall are seen Mr. and Mrs. Luscombe Newman, both of whom are very well known to the pastoral world of New South Wales. Accompanied by their daughter, they intend shortly to visit India, and are hoping to be able to take their car along with them. Mr. Luscombe Newman's widespread interest in the country has led to their making extensive tours throughout the State. They both took a prominent part in the various private functions which were held during the visit of the Prince, to whose medical adviser they are related. Both Mr. and Mrs. Luscombe Newman are enthusiastic tennis players and frequently give enjoyable tennis parties.*

Below.

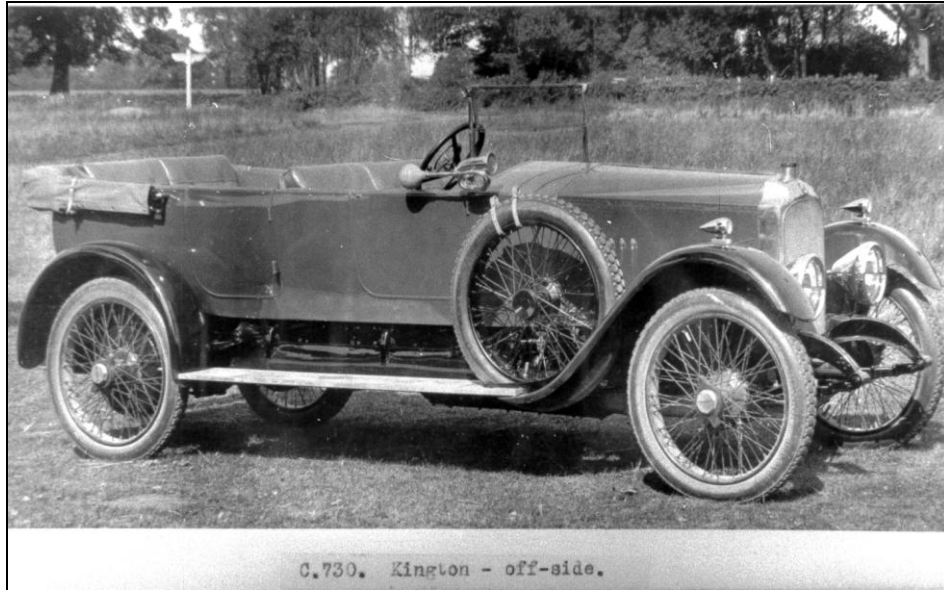
*M*ISS HEATHER WINN is the only daughter of Mr. and Mrs. Winn, of Mandelone Avenue, Mosman. Although only a junior member of the younger set, Miss Winn's activities are numerous. Her car is a Vauxhall.



Heather's Vauxhall is a D Type which is evident by the fuel filter mounted on the o/side of the chassis just forward of the spare wheel. This D Type is one of the last built as it is fitted with external door handles and some were fitted with a driver's door as well and the spare well moved forward. Also this later bonnet has six louvers.

Below is a factory photograph of a "New D Type" as it was called fitted with a driver's door and spare wheel moved forward. No external door handles though. Not evident in this photograph is the change to the rear of the body which was much flatter and not as round as fitted to the earlier D Types. Bonnets also had six louvers.

**Side light wires come up through the plinth and not side mounted.  
CAV side lights with badge on the outside and later on top of the light.**



**The photograph below taken in the late 80's is OD803 when I owned it and was taken in the gardens of my parents home 'The Pines' at Ingleburn N.S.W. I recall it was taken just before I left with my brother and his wife when Mary and I took them up to Katoomba for lunch. The 23-60 wasn't fitted with a hood and I am sure it was the last ride in the rear of a Vauxhall they had or were likely to ever have.**

**OD803 is now owned by Graeme Pinkney of South Australia and is presently with John Kent having the engine reconditioned and upgraded.**



The 23-60 below formerly owned by Pat Ryan and now owned by Daniel Zamparti is a two wheel braked car fitted with a four wheel braked 23-60 axle and is in quite original condition. I believe it will receive a full oily rag restoration similar to Pat's saloon OD1283.



*Daniel Zampati's OD669 awaiting restoration*

These two little boys in the photographs below progressed from peddle power and went on in life to later become Vauxhall peddlers, can you guess who they are? Answer on last page.





**Marj Ellis from Adelaide sent me the photographs below of John's Prince Henry showing the restoration is now completed and the car is being run in prior to it returning to Adelaide from David Ford's workshop in Severnlea Queensland.**



**The photograph below was taken recently when Ral Rainsford presented the Ral Rainsford trophy for excellence in restoration of a Vauxhall to John Ellis.**



*Ral Rainsford and John Ellis*

**Leigh Whitfield sent me the photographs below which depicts a wartime D Type with servicemen as well as a wartime staff car in the Heritage Centre on the Isle of Wight, the car reportedly used by King George V.**







**Murray McDonogh sent me the photograph below which was taken when Murray, Richard Walton and I had been on a rally in Cowra and we called into the property “The Rivers” at Canowindra where Euan and Wilga Coult’s 23-60 OD793 came from. The property was owned by Bill McSweeney who also owned a 30-98 and he can be well remember by the older folk in Canowindra for thundering into town in the 30-98 on a Saturday morning to do his shopping.**



*OE265 and OD494*





*OD793 in the hay shed at 'The Rivers' in the 60's*

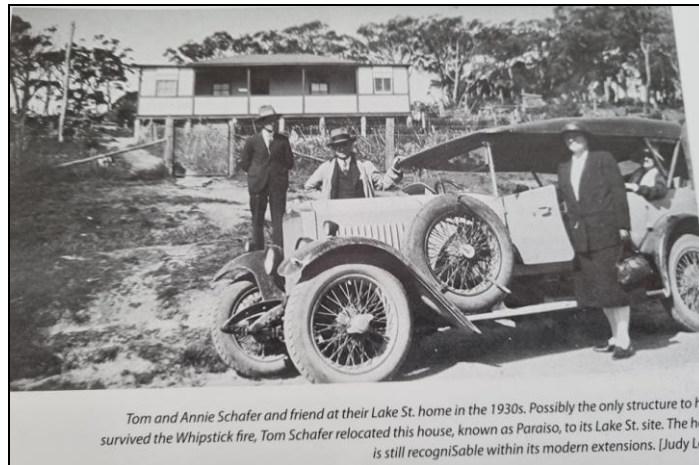
I recall seeing OD793 in the hay shed at The Rivers in 1961, it was for sale however Bill McSweeney wanted too much for it and as I was still at school it was out of my reach. I recall it was fitted with a wooden steering wheel and the advance and hand throttle levers were missing as can be seen in the photograph. OD793 was eventually purchased by Alan McMahon who had the service station at Molong. He had the car restored however used it very little during the time he owned it. Many years later I went up to Molong with Greg Mackie and he bought the car from McMahon.



*OD793 with Euan and Wilga near O'Connell N.S.W.*

**OD793 went on to be owned by Bob Blacket and it then sold to Wilga and Euan Coutts of Clifton Grove near Orange. I can advise that Euan is presently repainting the car blue with black guards.**

**The photograph below of an LM 14-40 was sent to me by Ian Barges A.C.T. who found it in a book he was reading on Merimbula located on the south coast of N.S.W. You will recall it is where we held our last Veteran and Vintage Vauxhall Rally in 2018.**



**I received the article below from Barry Morris in Queensland.**

Dave (Tubby) has asked for some articles on our Vauxhalls for the next newsletter so I guess it's my turn to add OD231 to Dave's pages

Being in Brisbane my car has not been amongst the southern cars very often and may not be well known to many other Vauxhall owners, so a brief history. My father Evan Morris gave me the bones of my car when I was just 13 and of course at 13 years old you don't have an abundance of money or skills other than the ability to use a wire brush and the like so my car took a long path to being first registered and is only now having a greater push to finish off all those niggly jobs like proper upholstery instead of my home job which lasted for 20 years of driving.

With so much sentimentality tied up in my car this Vauxhall is never for sale, hence she has only ever had throw away money spent which never needed to be seen again and accounts for expensive upgrades taking a while to occur.

In conjunction with repairs it is time to complete her in detail.

So to the repairs, I thought the Vauxhall rally a couple of years ago to Merimbula would be a good way to introduce my partner Karen to the long rallies possible and the Vauxhall fraternity and I thought I might need to tidy her up a bit and of course take care of any mechanical issues prior to heading off from Brisbane to meet up in Goulburn.

My primary issue was low oil pressure once she was hot and on checking I discovered my number 2 big end white metal while intact, was fractured like an old crazed tea cup, John Kent came to my rescue and had the rod re metalled for me and while waiting for the rod to return the engineering shop that had the crank and flywheel informed me that the crank had been ground 5 tho out from the flange and the flywheel itself was also 5 tho out, my response... fix it... in hindsight I should have said don't worry about it as everything had been balanced previously and all ran well, but I didn't.. I said fix it... the problem here is they didn't re balance the flywheel and that had some rather poor outcomes.

I am sure I am not the only one to have assembled an engine and headed off on a long run the next day, in this case I put the last nut on at 10pm Sunday night and with Vauxhalls not exactly being quiet I thought I best wait until the morning to fire her up and leave on Tuesday not the Monday.

Monday morning, I primed the carby and hit the starter button and heard an instant beautiful note out of the exhaust, lots of reversing out of the garage and a trip around the block had me ready to give a polish up while Karen gave some attention to the hood straps, but when I tried to put her back under cover I discovered the screw in disc had wound out of the throw out, thinking that was a bit odd I took an hour to dress the thread, wound it back in and replaced the scotch key.

So the next morning we headed off early and got about 1/2 a K when the starter dog decided to engage the ring gear for the first time ever and not happened since, another 1/2 K and the mag slipped, fair enough I thought, it just needed the clamp tightened more, another 1/2 K and it need tightening more plus.

We had an exemplary run for another 10 K's and pulled into a roadhouse for breakfast and promptly found a rear flat when we came back out, of course the handle for the scissor jack was still sitting on the bench, luckily I have two spares so off we went heading south again, when we were approaching Brunswick Heads I thought she was not running sweetly and slowing down to 60 k at the off ramp I knew she was not good, luckily it was only the cap on number 1 spark plug had gone and the lead was about 2 inches away, once back on all was good.

I had thought I heard the exhaust flange joint but all looked good, after a bit of sightseeing off we went again, stopping at I believe at Coffs Harbour I found I had a leak in the little pipe that stops a vac lock in the water pump, after many failed stop leaks, I had to use some Needem as the pipe had actually cracked at the flange by which time the entire drivers side of the engine was green from inhibitor.

As we hit Lismore, we headed straight for the nearest Supercheap where I discovered the Flange gasket had gone and on fixing that I had a slight puff starting on the manifold to head, so after addressing that and putting about \$50 of inhibitor / stop leak into the radiator we backed out of the car park when we had a lady ask should we have sooo much water pouring out of the radiator..... ARGH!!! I had to continue across the road to the garage and sure enough the last of the water, inhibitor and stop leak drained out as I got to the front..... where was the drain cock ? It was sitting in the Supercheap car park... of course, my only thoughts were WHY? would that have unwound and how lucky it was in the car park and not down the high-way at a 100 k.

So drain cock back in, all manifolds tight, all water leaks fixed off we go again, had an absolutely sweet run into Newcastle where we stopped for fuel, when I pressed the starter button there was nothing.... ARGH was in my head again, the cause was out of the 4 screws holding the end cap on (at the dog end) 3 were gone and the fourth was holding on by a thread..... thank god for crank handles, off we went to the nearest nut and bolt supply and luckily, they had some bsf bolts that worked.

At this stage I realised that somehow, we had a tremor going through the car and guessed they had botched the balancing causing everything to vibrate loose, we had done 700 k's and the thought of another 700 to get to Merimbula, do the rally then come 1400 odd k's back was out of the question so we changed and did a slow run back over a few days stopping at every antique store left and right of the highway.

My common saying to Karen was "I can fix that" or I can replace that, ie the missing hood rest, luckily we found the rear drivers door handle the next morning after hearing tink tink of it hitting the road the previous night so to anyone who experiences the weirdest things coming loose consider your flywheel needs balancing, when checking with the engineering shop they had to admit they blundered and did not balance it at all.

Other bits were coming loose but to list them all would take a month of writing, I did notice a slight bubbling on the exhaust side of the head gasket so I knew my copper sheet had not withstood the high compression so on coming home she was parked up for a while until I have been able to do a complete semi overhaul front to back looking for any other loose nuts. I discovered was the keyway under the fan pulley in the mag drive had stripped out.

With that in mind I thought it's time to finish off everything I can so I will add pics of her new upholstery done by Lance Todd b4 he retired, some pics of the engine down, new 23" wheels which are 4 old rims and 2 new ones all replaced by Steve Hood in Kingaroy, as I write this the engine is back together save for the attaching of the starter motor, carby and mag, the chassis is getting a freshen up of the paint and the headlights will hopefully be ready for plating soon



and I have yet to strip the clutch.... a bit of bronze plate fell out when I took it off..... don't know that I can blame that on the unbalanced flywheel but .... lol

Hope to have the radiator back on in the next 2 weeks

My car will never be a concours winner as she will always be a work in progress and I like to drive her perhaps at her limits but hoping to get her to be all that she can be and go amongst more of her kind

Cheers

Barry Morris

OD231

[vauxhall2360@hotmail.com](mailto:vauxhall2360@hotmail.com)



**I was recently looking at the two photographs below of Greg Robert's D Type D3688 and my thoughts were, one, that is how you would like to find them and two, that is how you like to have them.**



*D3688 in the chicken shed near Ingleburn*



*D3688 now restored in Greg's back yard*

Ian Irwin from the A.C.T. sent me the advertisement below of what looks like a 1904 single cylinder Vauxhall similar to Neil Adam's car in Boolaroo N.S.W.







*Neil Adam's single cylinder Vauxhall*

**Michael Kenward from Queensland sent me the article below he wrote on his father Howard's D Type D2908 together with before and after photographs. Howard died and the car passed on to Michael.**

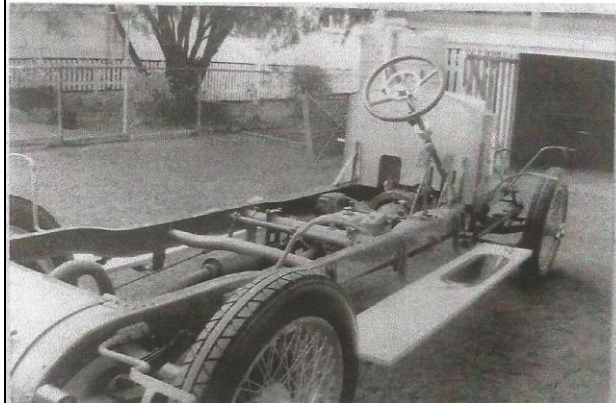
Prior providence of D2908 is unknown by the surviving members of the Kenward family. However if a photo exists of a D type Vauxhall with a Auster windscreen and a split top blade it will most probably be D2908 as we have not seen another. D2908 was recovered from a property at Muckadila, Western Queensland. The Chassis was found in a paddock and had been used as a dray on the property 6 x 895 x 135 B.E wheels were with the vehicle. Engine and drivetrain were found on the property, bonnet and split top blade Auster windscreen were also found on the property. Very little body work was found, 1 x RHF guard 1 x LHR guard and the bonnet. At some stage in the life of D2908 there had to have been a mechanical failure as the body and drivetrain were striped from the chassis. Boards were fitted across the chassis and towed by a tractor as a dray around the property. The pinion gear to the diff had been removed and a timber board fitted across its aperture. ( pinion gear was found on the property with other major items of the drive train ) At some stage before 1974 the chassis was disused as a dray as it had sustained damage to the RHF chassis rail. ( possibly hit a fence post on a gate opening ) When the chassis was being straightened and repaired in the mid 1990's both rear dumb irons and LHF dumb iron were on a flat bed but the RHF dumb iron was sitting 12 inches above the flat bed. It is interesting to note that when the drive train was being fully restored, the only mechanical failure found was the piston for the air over fuel pressurizing pump driven off the rear of the camshaft had disintegrated at some stage. D2908 was recovered from the property by Howard Kenward in 1974 when Howard a surveyor for the Government Surveying Department found the remnants of the vehicle on the property in Muckadila, Queensland. It was then transported to Banyo, Queensland where Howard and Alison



Kenward lived with their 3 boys. D2908 sat under the Banyo house while Howard gathered the missing parts also A-D Type Vauxhall Register – register of motor car data – version 3, 2018 completing the restoration of a 1925 Austin 7 / 1912 Crossley 15 HP and keeping the 1934 Wolseley Hornet Special that was Howards first car on the road. The Wolseley Hornet Special has been registered to the family name since 24/8/1960 when purchased by Howard. Including many rally's completed by Howard and Alison in the Crossley and Wolseley + house renovations + restorations carried out on the boys push bikes, motorcycles, cars. It was not until Howards retirement in 1995 that he fully started restoration on D2908 Vauxhall. As the vehicle is one of the earliest D types in Australia and to true Howard Kenward form every aspect of D2908 is correct to its period with its correct drive train original bonnet and distinguishing Auster windscreen. Restoration carried on from then until his death 1/5/2011. Chassis and mechanicals were restored then Howard drew up plans for the duel Cal Kington body. Yellowwood and oak timber were used many hours were spent as he would say “ making saw dust “ and then when all the timber was in place before the metal bracing he pulled it all apart to glue and screw all the joints together. The body was removed from the chassis and taken to Ray at Body Craft in Caloundra, Queensland for him to skin with alloy, once skinned the chassis and body were re-united. Ray then made the guards and painted body and guards in the colour that Alison picked. On the day that Howard passed away the engine was started for the first time in many decades. D2908 was used to transport Howards coffin from the service to the crematorium. For the following year the restoration was completed by Alison and her 3 boys Geoff , Mike and Chris until D2908 was registered in 2011.The finishing touch of the leather trim was done by Lance Todd of Walloon ,Queensland.



Brisbane 1974





*D2908 as restored*

**Thanks to Murray McDonogh, Marj Ellis, Leigh Whitfield, Ian Barges, Ian Irwin, Barry Morris, Michael Kenward and Euan Coutts for the copy they sent me for this newsletter.**

**Justin and John Kent should be in a position shortly to advise you the latest on the proposed Vauxhall Rally in Beechwoth next year.**

**The photograph of the little boy on the dinky is Martin McCarthy who Mary and I now live near, he lives at Hilddale which is about 40 minutes north of Raworth. The little boy in the other photograph is yours truly.**

### **FOR SALES**

**Mike Hipkins from Victoria still has a collection of Vauxhalls parts and workshop tools listed below for sale. Mike can be contacted preferably on email [mhippo@bigpond.com](mailto:mhippo@bigpond.com) or mobile 0412 038 908**

## Vauxhall OD/OE Components for Sale – June 2021

Plus other garage tools and Equipment

I am hoping to pass on many components that might be of use to other Vauxhall owners. About a year ago Tubby attached my first set of lists to one of his great newsletters and many of the items were taken up. Below are new lists that include unsold items from those lists plus some new ones. New lists include non – Vauxhall items.

The majority of items are used/well used/or even over-used, but are either usable or restorable.

In the following, the descriptions of items are brief , but photos and notes with more details and the conditions of each item can be available to those interested in specific items.

Pricing of Vauxhall items attempts to allow for present conditions and whether there will be repair or restoration costs. The prices shown do not include the costs of packing, postage or freight. If interested in any item please contact Mike Hipkins preferably on [mhippo@bigpond.com](mailto:mhippo@bigpond.com) but also on 0412 038 908.

To Vauxhall enthusiasts who showed interest in items on my first lists and to whom I failed to respond I apologies. Covid and personal difficulties put me out of kilter.

### A. Accessories

CAV Dynamo – 3 brush	\$300
Bronze fan belt pulley	\$120
Simms coupling half - 19 teeth	\$40
Simms 19 t with rev counter pulley	\$80
SU Fuel pump –low pressure	\$40
Su fuel pump – electronic plus fittings	\$110

### B. New Components

Bendix starter pinions – Flange type	\$270 each
Bendix starter pinions – modified type	\$230 each
Bendix starter spring	\$40
Cylinder head gaskets – copper/ non asbestos	\$105 each
Cylinder head gaskets - composite material	\$105 each
Fan blades – aluminium, unmachined	\$50
Front brake reaction strut – alum. Casting	\$70
Water pump impeller – part machined	\$120
Clutch plates – set 12# steel	\$ TBA
- set 11# copper	\$ TBA

Note: Originally a full set was of 25 plates, 12 bronze and 13 steel.

2.

However, recently made plates can be of slightly thicker material and only 23 plates will fit in.

#### C. Transmission and Steering Components

Clutch – complete and ready to use	\$4,500
Crown wheel and pinion – ENV, helical teeth	\$1,500
Clutch plates – bronze, used but usable	\$10 each
- Steel, used but usable	\$10 each
Steering box – 23-60, but modified for 30-98	\$900
Front brake reaction strut – Weld repaired	\$120
Steering worm and wheel – 30-98	\$120
Carden greasers – clamp to prop shaft	\$40 each
Radius arm front ball – welded to piece of channel	\$20
Front universal joint	\$250
Drag link, no end caps, 27 ½" c to c	\$90

#### D. Others

Water pump impellers – reduced flow blades	\$20 each
Smiths clock N type, black face – not working	\$30
Smiths clock L type – working	\$120
Glass bowl fuel filter, with tap – small type	\$30
Preslite wiper motor, 12v – working	\$45
Sprint wheels and tyres 18" – good centres	\$600 pair
Spare wheels and tyres 21" – worn centres	\$250 pair
Brake rods 3/8" threaded with nuts	\$20 set
Front hubs, repaired but usable	\$80 pair
Brake shoes – cast iron	\$60 pair
Brake shoes – aluminium 1/only	\$30
Brake shoe pivot pin and shoe spring	\$10
Shock absorber – discs 2/ original wood 4" diam.	\$5 pair
Shock absorber – discs 2/ clutch lining material 4" diam	\$5 pair
Shocker absorber – aluminium mounting pieces, new, 8 Off	\$80 set

3/



### E.Tools and Equipment

3.

The first items listed are Vauxhall related, but the last three are not.

Kit of adjustable arms and dial gauge for checking engine to gear box alignments	\$30
Kit of devices to aid the safe dismantling of clutches	\$60
Long open end spanners 1 7/8" AF for steering box lock nuts	\$40
C Spanners for clutch brake adjustment?	\$20 pair
C Spanners, smaller	\$10 pair
Engine stand modified end support for 30-98/23-60 and big engines	\$80
Machinery's Handbook 10 <sup>th</sup> Edition (now a collectors' item -sorry)	\$100
Sher aluminium case power drill 1/2" chuck, very powerful	\$60
Chain block, Anchor brand, 500kg, new unused old stock	\$50

### F.MEASURING AND SETTING-OUT EQUIPMENT

This is a new list. None of the items are specifically Vauxhall.

#### Caliper Set

- outside large
  - outside smaller
  - inside
  - inside, spring type
  - setting/jennies, spring type
  - dividers
  - protractor, 100mm scale arm
- Set of 7 items \$60

#### Try Squares Set

- 3/Squares with 6", 4" @ 2 1/2" arms \$40
- Scribber @ 2/centre punches, Set of 6 items \$55
- Micrometers one 0" to 1" @ 1" to 2" \$50 pair
- Microimeter set 0" to 4" (Quite a treasure) \$80
- Marking out Plate, Steel 11 1/4"x6"x7/8" thick \$15
- Telescopic gauges (Internals) set of 6 off \$40

**Peter Kennedy from South Australia has finally decided to sell his D Type Vauxhall and has sent me the notice below with attached photographs. Contact can be made direct with Peter on his mobile 0411752427 or email peterhkennedy@bigpond.com and it is Peter's wish for the car to remain here in Australia. It looks like a nice restoration with all the correct period features. Peter also has an original D Type sales brochure he is prepared to sell.**

FOR SALE 1920 D TYPE VAUXHALL

THE CAR IS A 1920 D TYPE 25HP VAUXHALL EXPORT TYPE. IT HAS A FACTORY KINGTON TOURER BODY FITTED.

THE CAR WAS PURCHASED BY ME FROM NEW ZEALND IN 1980 WITH THE PREVIOUS OWNER BEING JOHN SOUTHWARD OF SOUTHWOOD ENGINEERING COMPANY. THE CAR WAS IN WORN CONDITION BUT VERY ORIGINAL ALTHOUGH SOME PIECES WERE MISSING. SINCE PURCHASING I HAVE RESTORED THE CAR FROM FRONT TO BACK AND SOURCED ORIGINAL MISSING PARTS. THE CAR IS NOW ORIGINAL IN EVERY SENSE WITH THE EXCEPTION OF THE WHEELS WHICH ARE SPLIT RIM DETACHABLE WIRE WHEELS WITH 34X4.5 TYRES. THE CAR ALSO HAS A FULL SET OF ORIGINAL VAUXHALL TOOLS.

THE CAR HAS DONE MINIMMAL MILEAGE SINCE BEING OVERHAULED WHICH CAN BE VERIFIED BY LOGBOOKS.

DETAILS OF THE CAR ARE AS FOLLOWS:

ENGINE NUMBER - D3337A

CHASSIS NUMBER – D3190

CARBURETTOR – ZENITH

DYNAMO – CAV

INSTRUMENTS – WATFORD

MAGNETO – WATFORD

GEAR BOX – G2473 ( 4 SPEED AND REVERSE )

STEERING BOX NO. – 68C 1920

BRAKES – 2 WHEEL REAR

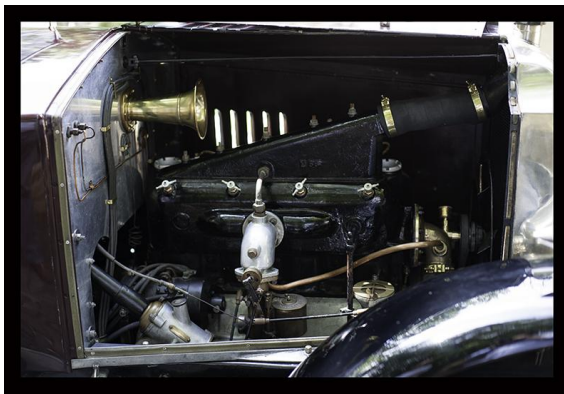
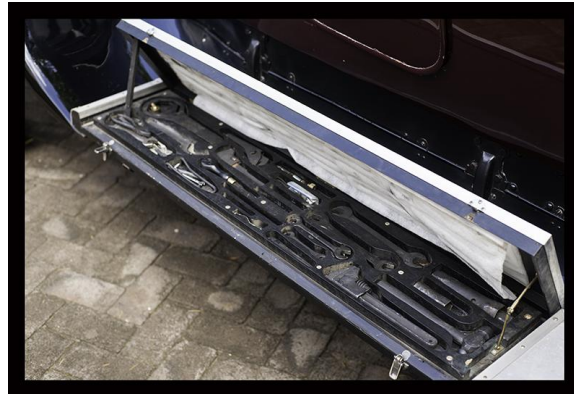
LIGHTS – CAV - REAR FOLDING SCREEN – MOTOR EQUIPMENT LTD

LUGGAGE RACK – ROTAX

HAVING OWNED THE CAR FOR 40 YEARS THE DECISION TO SELL HAS BEEN DIFFICULT BUT I AM JUST NOT USING IT WHICH IS A SHAME AS IT IS A GREAT TOURING RALLY CAR. I KEEP THINKING I WILL FIND TIME TO USE BUT IT DOESN'T HAPPEN SO HOPEFULLY SOMEONE ELSE CAN ENJOY IT.

I AM LOOKING FOR TO SELL FOR \$100K

PETER KENNEDY



**Marj Ellis from Adelaide has been in contact to let me know that John's recently restored Prince Henry is for sale. I would like to thank Marj for allowing Vauxhall enthusiasts in Australia the opportunity of being able to purchase the Prince Henry pre auction.**

**Marj's advice to me re the sale of the car is below.**

**Please note this opportunity to purchase the car is only available until the 16<sup>th</sup> August 2021.**

1911 Prince Henry Vauxhall

*Further to information about the 1911 Prince Henry Vauxhall provided by Marj Ellis (published in the February 2020 A-D Vauxhall Register, Australian Newsletter p. 4-5) Marj has indicated that with an export licence now granted, it is intended that the recently restored 1911 Prince Henry Vauxhall will be shipped to the UK for auction - unless there is an offer by cob 16<sup>th</sup> August 2021 that is competitive with what the car is considered to be worth in the UK.*

*Please phone Marj Ellis on 0417542200 to make a serious offer.*







At the end of each newsletter there will be a permanent section headed **parts and services** to provide Vauxhall owners a list of who is making what and where to get it. Please let me know if you have anything you can add.

## **PARTS AND SERVICES**

EVAN QUARMBY (OD1072) mobile 04 4842 4476 from N.S.W. can provide enameling of Vauxhall radiator badges as well as new 23-60 and 30-98 radiator caps.



New rear brake cam shafts to suit 23-60 and 30-98 trunnions.

Restoration of damaged bakelite magneto distributor caps.



*Before*



*After*



**CRANKSTART ENGINEERING John Kent (w) 03 5798 3053**

Parts - not exhaustive

**Blade drive couplings for D, E, early OD and OE.**

**Bottom Water Elbow castings in alloy.**

**Head Gaskets - pending for OD and OE.**

**Timing chain conversion to roller chain for D, E, OD and OE models.**

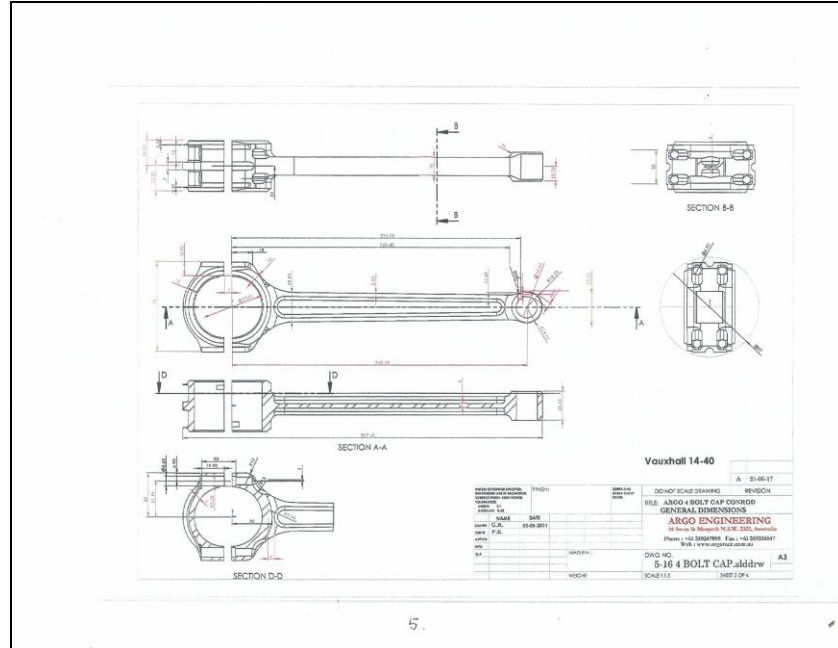
**OE Cylinder Heads.**

**OE exhaust manifolds.**

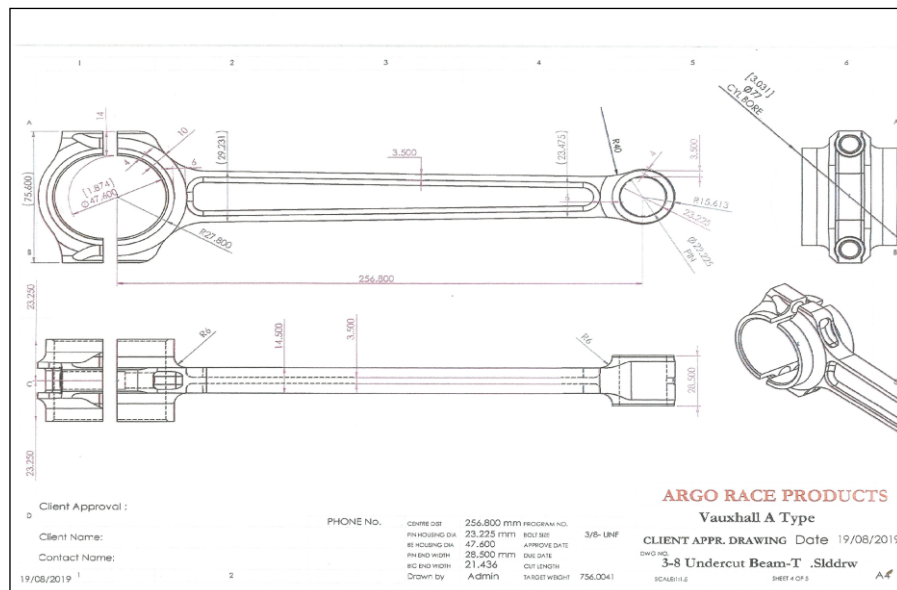
Services

**All aspects of restorations and maintenance including sub assemblies.**

**ARGO ENGINEERING – 84 Swan Street, Morpeth N.S.W. Phil and Adam Ph 02 49347099**

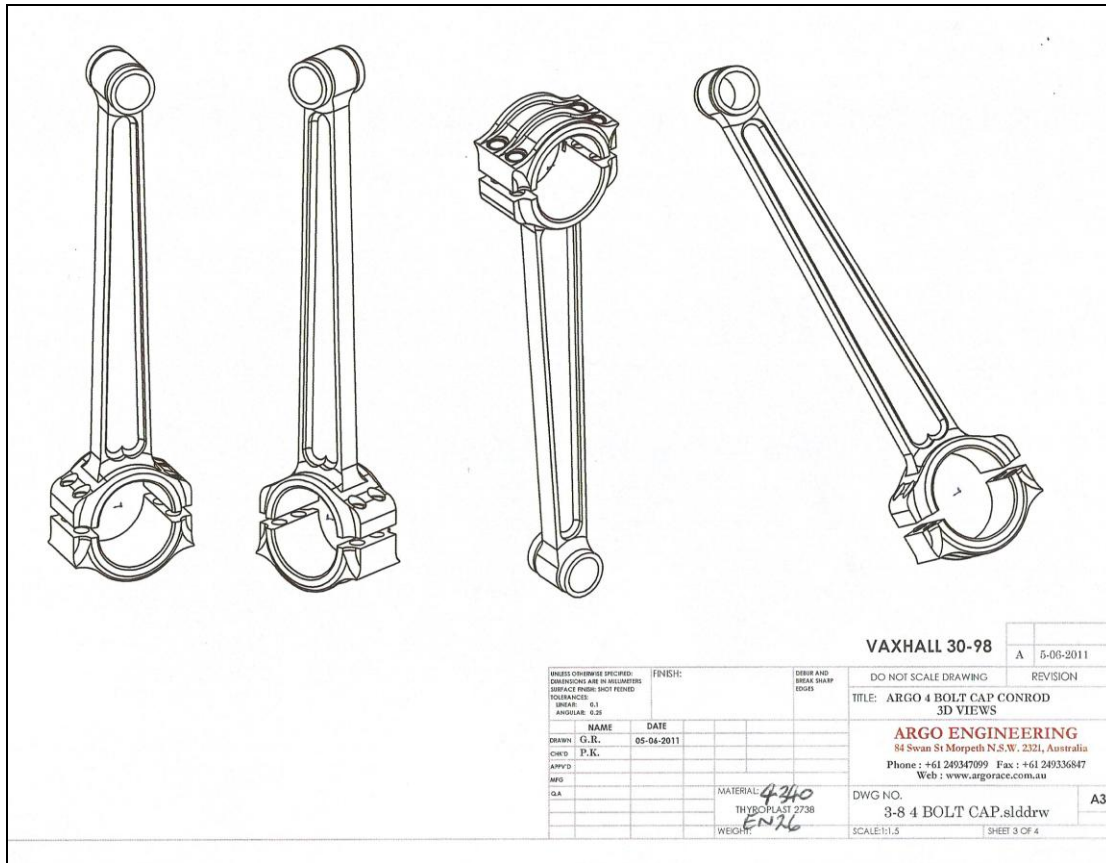


**14-40 Conrod**



**A Type conrod**



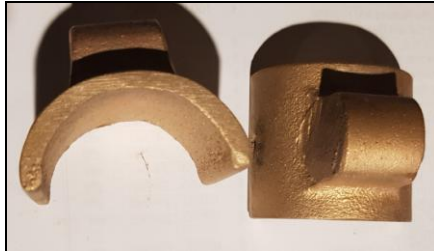


*30-98/23-60 conrod*

**For enquiries or placement of orders for new steel conrods direct contact on the above phone number to either Phil or Adam is required. You will need to discuss whether the rods are to be machined for poured or slipper bearings – they can do both.**

**DAVE STUART mob 04 2828 2360**

**New bronze castings for early model hood rests \$25.00 ea**



**New bronze castings for Rotax bulb horn mounting bracket to the firewall \$25.00 ea**



**New aluminium castings for C.A.V. side light plinths \$20.00 ea**





*OD - OE and 14-40 hood to windscreen clamps*



*D Type OD and OE luggage rack brackets*

The cartoon below says it all.



That's all I have for this newsletter so again thanks to all those who contributed with articles and photographs....much appreciated.

*Dave Stuart.*

**Mob: 04 2828 2360**

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