Hello Everyone.

Not quite Vauxhall however some nice period photos of interest came along following a trip in June when I went to Chandlers Hill in South Australia with Michael and Lester Thearle as well as Brett Blackmore (all Bentley boys) as Michael had purchased Ed Harris’ 3 litre Bentley following Ed’s death last year. Ed had owned the 3 litre since about 1954 however the car had not been on the road since the 70’s when Ed attended a rally in South Australia with a borrowed 3 litre engine from Jumbo Goddard (OE169). Ed attended the rally and when he returned home removed the engine and returned it to Jumbo.

Prior to owning his 3 litre Ed purchased an LM14-40 with a two seater body, he restored the car and a photo of it appears below. Does anyone in South Australia know of the car and if it still exists. Ed’s son Andrew advised me it is not his father driving the 14-40.
Removing 3 litre’s lights bonnet and radiator for loading

Breakfast in Burra S.A. on the way home

The photos of the two 23-60’s below also came from Ed Harris’ photo album and are probably South Australian cars. Does anyone know the identity or demise of either car?
Jeff’s Wolfgang of Mayfield, Denman and his 23-60 rolling chassis with the dashboard and instruments fitted. Close to being finished and presented to the Denman Historical Society Museum for display.

Between bouts of fighting with kangaroos, dropping anvils on his foot, tearing his meniscus muscle and being snowed in at Orange, Euan Coutts has found time to repaint their 23-60 OD793. The below photographs depict this particular 23-30 from the early 60’s to present.
Early 60’s at The Rivers property near Canowindra

A few years ago Euan and Wilga near O’Connell

OD793 is now known as “Bluey”

Leigh Whitfield from Victoria generously lent me his two huge folders of articles on all things Vauxhall he has collected over the years and is allowing me to share some of the articles and photographs with you. I have attached an article appearing in the Motoring News of the Canberra Times dated July 28th 2000 and it relates to a 23-60 once owned by Charles Kingsford Smith. We have no records of this car, nor its chassis number or demise.
Those cars of the ’20s were built to last

By N. C. CARROLL

I was born in December 1914. I mention this merely to explain why I became enamoured of motor cars of the ’20s when, second-hand, they were available to the discriminating buyer for £8 a time.

This is how I came to be the fortunate possessor of Charles Kingsford-Smith’s 1926 20-30 horseshoe radiator Vauxhall tourer.

I had three cars before war broke out in 1939. A 1930 model Ford, with detachable headlights, a Vauxhall tourer, built in 1922 and a 1927 model Ford, with fixed head and bonnet, was a theme in the back seat — purchase price £5 in Sydney in 1927. A Leslie 1923 Vauxhall roadster, modified for track racing, with a seven-cylinder engine, originally from 1922, in 1923 one sold at the 20-hp level, but with the job of “tangential Brooklands” still unfinished. Lastly, a Morris Oxford, which produced a considerable amount of power with minimal filling lead-ends — £20.

After I came out of the army in November 1945, no one expected a baby and practically none from the girls, but I concealed mine from the book-keeper, and the only accommodation he could get over was children of the age and two were in Mitchell, an industrial suburb, opposite the former GMH plant.

Life was not easy in those cir-

cumstances, and I omitted the taxes (misleadingly) in the hope that something affordable in the shape of a car might turn up. So one day when I read in the motoring column of the Sydney Morning Herald that two cars were for sale, a 1926 Vaux-

hall tourer of 1922 vintage, prices on request, and a 1931 Vauxhall of 1929 vintage, was advertised for sale, I decided to take a look.

It was a 1926 Vauxhall, with a saloon body and a 20-hp engine (which could be converted to a 30-hp engine for £20). I took it to a mechanic who estimated that the work would cost £20, which was a lot of money for a 1926 car.

I bought it for £20 and had it restored. It had a new engine, new brakes, new suspension, new tyres, and a new body. It was a wonderful car. It was a true Vauxhall. We used it for the races, cruises, and it’s still a great car today.

However, this was basically the same 4-litre OHV in-line six-cylinder engine as the 30-hp, and cracking could be successfully accom-

plished only by a fit young man, into which category I then fitted. However, I took great care to ensure that, in traffic es-

sentially, I never had to stop the engine.

Somewhere else or other, I have a karma in Sydney traffic in 1950 — mainly my fault — I think, to the fact that the bumper on the Vauxhall would have been a problem through a V8 sedan, without suffering any damage. I drove the car round Sydney with great caution for some months, and then I learned that my department had posted me back to Melbourne.

My wife and two young children, who were the Wild Cat Editor of the Australians, volunteered to take our two children to Melbourne by air, while we drove the unique.

It was a great moment. We had to pack up our Maroubra house, get the children off, and take off ourselves in this ancient car. We were so grateful when we made the pub at Mitta-

gong about 6 o’clock that evening, and had a well-earned spec-

tacular.

All went well the following day, and coming into Hobart I dared to take on a current-mod-

eral damper, which could not hold the level, but there was a different story on the slopes. I just pulled away in top.

The car continued to run per-

fectly, despite some 120,000 miles on the clock. No wear was perceivable on the front-wheel bearings.

We took the car in Mel-
bourne, as we can see from the photo. The whole had been changed to 130,000 miles.

I was posted to Germany as Charge d’Affaires in August 1951, and reluctantly had to let Smithy’s car go.

I hope from the shades of the Brunna coast (where he died with my cousin, Pethybridge, his engineer) he remembers. Meitlar once again!
The advertisement below was for the Sydney Vauxhall Dealer Alfonso Brown who was followed by George Ennis and then Boyd Edkins.
The photograph below is also one from Leigh Whitfield’s collection and depicts a 16 H.P. Vauxhall which looks a similar model to the one in the above advertisement for Alfonso Brown.

The photograph below was taken at Berowa Waters on the Hawkesbury River on the way home from lunch at The Fishermans Hotel. From the left to right are the Ward’s 23-60, Ferguson’s 14-40, Heilbrunn’s A Type with Merryfulls, Walton’s 30-98 and Stuart’s 23-60.

Some may have seen the two photographs below as they come from the book titled ‘Early Motoring in South Africa a Pictorial History’. The 23-60 is a late model 1925/1926 car with the tandem drive engine fitted with the later SU carburetor. Also the straight sided lock rim wheels with 34 x 4 1/2 Dunlop Cord tyres. The car is also fitted with Hartford shock absorbers on the front. The CAV model EV lights were fitted to the later cars and the bonnet you will notice is the later one with concealed and not exposed rivets as well as seven louvers in the side panel and not six as seen on the early bonnets. Also the correct black painted knock-ons for those who have the later model cars.
The 30-98 below is of the Dean car on their trip around Australia in c1926. This would look a fairly menacing machine coming up behind you. To watch the newsreel I found, I had to register with the ASO vide the link in the article.
10,000 Miles around Australia c1926

Recently my wife spent some time in Hospital. There we 3 other women in the room and the conversation eventually centered around how good their husbands were and what they did in retirement.

It wasn’t long before the word Vauxhall turned up and some “drains” stories followed. There were some good times stories as well.

The lady in the bed next to my wife chirped up that she knew something about Vauxhalls and when her Daughter turned up we got the whole story.

She told us that her Great Grand Grandfather was a man named Frederick John Delbridge who was born in Ballarat on the 6th October 1881.

It appears that he was a bit of a lad as at one time he was married to 2 women at the same time.

It was in 1924 that Fred commenced living with Mary Florence Green known as Billie.

In 1926, Fred and Billie decided to travel around Australia in a Vauxhall (as shown). We believe it is a 30-98. If anyone know differently, we would love to know.

Fred changed his name to Dean and they travelled as Mr & Mrs F Dean. It wasn’t till 24th July 1926 that Fred finally married Billie in Sydney.

Fred won a bet with a colleague that he would not shave his beard for the trip and as a result 1000 pounds were donated to the Children’s Hospital at Campdenown. That was a lot of money in 1926.

The Shell Company sponsored the trip and supplied all of the petrol.

The video is worth watching on the Australian screen website (http://laso.gov.au/)

From the photos it would appear that the trip finished in Elizabeth Street Melbourne outside the GPO.

There is not a lot of other detail as to where the trip took him or what happened on the trip.

Fred passed away on the 12 November 1952 in Randwick East, New South Wales.

If any one has any further information about the trip or where the car is today could you please contact Alan Fraser 0419801116 (alanfawkes@bigpond.com) Member of the VCCA Vic. branch and I will pass the information on to the family.

Permission was received from the family to publish this story.

Isn’t it amazing where these stories turn up about our Vauxhall family
The photograph below is from the Australian Motor Sport September 14th 1946 and depicts what appears a modified unbraked 23-60. Do any of the South Australian readers know of the car or its driver A.J. Condon.

The period photos below were sent to me by Leigh Whitfield of Victoria.
A Type could be somewhere in Australia
Wartime D Type

Possibly a re-commissioned wartime D Type
British Army motor car, M-25446, (Vauxhall 25 limousine) towing a motor car out of the mud at Hamel, January 1917. (IWM Q1767). The rear wheels seem to be spinning in this image, but the front wheels are static.

The Vauxhall D-Type, or “25hp,” had a 4-cylinder 3,969cc engine that could take five passengers to just over 60 mph. It was developed from the ‘Prince Henry’ Vauxhall (1911-1914). Nearly 2,000 were built for the Home Office. Civilian production continued until 1922. The manufacture of this car had begun before the beginning of the First World War. During the conflict, the War Department bought many with strengthened suspension for heavy loads and rough roads.

The article below comes from the Australian Motor Sport magazine dated June 16 1947 and was written by Bob Shepherd on Boyd Edkins record breaking car A210. Bop Shepherd was a founder member of the Vintage Sports Car Club of Australia and his accurate drawings of cars are well documented in the Club’s library.
VINTAGE COMPETITION CARS of Australia—No. 11

By R. SHEPHERD.

This car is doubtless the best known Vintage car with a history ever to come to Australia, and to-day, thirty-five years after it was constructed, it is still as fit as ever and kept in beautiful condition by Bill Chadwick, of Bathurst—its owner for many years.

The car originally had an open 5-seater touring body, typical of the period, but around 1924 the present polished aluminium 2-seater was fitted. The machine is a 1912 A-type Prince Henry, of which type 43 were made during that year, at a cost of 693 £ each. “Fifty Bob” (so called because her chassis number was A 210) was, in fact, got together expressly to ship out to Boyd Edkins for the purpose of making a name in Australia in competitions for Vauxhalls. Boyd Edkins cabled the designer, Laurence Pomeroy, to send him out a suitable car, and they happened to have the engine of A 210 on the bench undergoing tests, as it had previously been in a customer’s car and he was so disgusted at its performance that the company replaced his car with another. On examination, the engine was found to have a very low compression ratio due to a defect in the cylinder block casting, so the inside of the top of each cylinder was machined out to allow sufficient clearance between the pistons and the valves (Needless to say the engine has a fixed head) and 1-inch was planed off the bottom of the cylinder block casting to raise the compression somewhat. Pomeroy then put the engine on the bench again and 65-68 b.h.p. was obtained. The old engine was then fitted to chassis A 210 and shipped out to Boyd Edkins shortly after the 1914-18 war.

Boyd Edkins won so many events, reliability trials, etc., that some competitors queried whether the engine was standard and Laurence Pomeroy provided a letter for club inspection to say that apart from the above work the car was a standard model.

The car won the Sydney—Brisbane Trial in 1921, together with most of the sub-events; the Artillery Hill and Kurrajong Hill climb records were broken many times, and the car was later driven very successfully at Maroubra Speedway and at Pethouse by Dick Clark. A 210 also broke the Sydney to Melbourne and Sydney to Brisbane records at least once each.

The engine of A 210 is a four cylinder side valve with head cast integral with the cylinder block. There are eight screwed-in valve tups, upon removal of which the valves are accessible. The cylinders have a bore and stroke of 90 x 130 m.m., giving a total capacity of around 3,000 c.c. (Incidentally, a similar engine fitted into a streamlined single-seater car was the first 3 litre car to achieve 100 m.p.h. in 1919 at Brooklands). The engine is rated at 20 b.h.p. and has a higher lift camshaft than standard, also a lightened flywheel. The crankshaft is usually balanced and machined out of a solid steel billet, while the camshaft and magneto are driven by a silent chain from the front of the crankshaft; the crankcase and sump being made of aluminium. The sump has a wire oil filter screening which can be pulled out from the front using a screwdriver and replaced—the engine type 20/68 Vauxhalls also possess this feature. The sump also contains a float oil level indicator and an armoured glass window to inspect the level visually. The pistons are aluminium with domed tops and are connected to the crankshaft by “Vickers Duraumina” cen rods, with four big end bolts each; the compression ratio being around 6 to 1. The crankshaft runs in 5 plain white metal lined bearings and lubrication is by means of a plunger type oil pump feeding the main and big ends through a gallery cast in the crankcase and the timing chain through the pressure relief valve situated in the end of said gallery.
The carburettor is a Chasel-Hobson with barrel throttle situated on the offside, while ignition is by two plugs per cylinder fired by a Bosch "ZU14" magneto of two spark type on the near side. The drive passes through the kick-shaft type clutch with alternate copper and steel plates to the separately mounted 4-speed gearbox, which is identical in design and ratios to that fitted to the "OE" type 30/98 model.

Both engine and gearbox are mounted in an angle section sub-frame and the clutch is fitted with an effective clutch stop. A C.A.V. generator is fitted driven by a pulley mounted on the fabric type universal joint between the engine and gearbox. No starter is fitted.

The chassis section chassis frame is almost identical to that of the 30/98, with channel section cross members and upwet to clear the rear axle. The 12 gallon fuel tank is mounted at the rear and fuel is fed by pumping up pressure with the hand pump to start the engine, then the mechanical plunger pump takes over, working at a pressure of 2 lbs per sq. in and mounted on top of the oil pump. The straight cut differential has a ratio of 3.6 to 1 (higher than standard). Most "Prince Henry's" had a handsome V radiator and it seems likely that when A 210 was assembled the firm had a number of flat radiators on hand as fitted to the "D" type cars supplied to the Army during the Great War and thus equipped A 210 with one.

The cooling is by Therme-hyphen and the fan originally fitted has been discarded. The steering is worm and wheel a steel worm and bronze wheel being contained in the box, which, incidentally, shows no wear after 35 years. The cooling system holds about 6 gallons. In her prime, "Fifty Bob" could steam up to nearly 100 m.p.h., and even to-day in her untuned state is as fast as 90 per cent. of Vauxhalls. The dash contains the air pump, air pressure gauge, all pressure gauge, combination speedometer and rev. counter to 4,000 r.p.m. The engine peaks at 2,500 r.p.m., but can run up to 3,000 with very little sacrifice in efficiency. In other words, the power tends to fall about 2,500 r.p.m.

The following are the modifications carried out through the years apart from the aforesaid body change, the making its wheelbase now 8 ft. 10 in. The springs are special, consisting of many very light leaves strengthened and tied together with a separate leaf underneath to prevent the leaves opening up. The original 800 lbs, 129 beaded edge tyres are now replaced by 300 and 253 on 21 in. wheelbase rims. The oil pump has been modified to double the size of its original bore—the car once broke the pipe to the gauge at 70 m.p.h. and pumped out the whole two gallons of Castrol before Bill Chawick could stop the car—into his lap! All the above modifications, including lighting the five wheel were carried out by Boyd Edkins during his ownership of the car.

The side flat screen, mudguards, rear screens, headlights and running boards have all been fitted since then. The brakes were originally foot on the transmission and handbrake operating 8 in. drums on the rear wheels only. The car now has Dunlop brakes fitted to the old hub—Perrot servo in front and twin shoe brake at the rear, one set operated by foot pedal and the other by the outside handbrake. A four-branch external exhaust pipe has also been fitted with Brooklands-type silencer. Wipers are knock-off Rodger pipe type and A 210 now turns the scales at 234 cwt. It can do around 75-80 m.p.h. in its present state and 25 m.p.h. on a trip. The torque is taken by a pressed steel arm in similar fashion to a 30/98 and the original 30/98 type universal joints. This has given place to Hardy Spicer type units.

A grand old car beautifully preserved by its present owner to whom I am indebted for most of the foregoing intimate details, and still with a very real performance remaining.
In recent years Peter Adams purchased Fifty Bob from Sandy Holmes and following Peter’s death the car passed onto his sons who maintain and use the car from their Maxon Machinery Factory at Boolaroo on the central coast of N.S.W.

Below is another advertisement from Leigh Whitfield’s Vauxhall memorabilia depicting the three models of Vauxhall for sale at Barlow Motors in Melbourne.
SEATED in this Vauxhall is Mrs. Jack Tilley, the daughter-in-law of the well-known City stockbroker. Standing chatting with her is Miss Gladys Laycock, the clever miniature painter, whose present occupation is painting 63 Commonwealth Generals for a book which Mr. Arthur Adams is writing. Miss Laycock’s forefathers were among the first pioneer British military officers to land in Sydney. Formerly, Vaucoules House and the whole of that picturesque suburb belonged to the Laycocks. Mrs. Tilley, spent last year touring through the Federated Malay States with her sister, Mrs. Reginald Barker. As a rule they motored in the moonlight over excellent roads and rested in the heat of the day. The Barker’s
ONE of the most recent photographs of the Premier is this taken for “Motor Life” at a recent garden party at State Government House. With Sir George is Lady Fuller and Miss Gwen Fuller. All are keen motorists. With a country residence at Bowral, the value of good roads should ever be before Sir George. Lady Fuller herself is a speaker of considerable ability and conforms to the type of Australian womanhood whose leadership it is a delight to acknowledge and to follow.

General Allenby arrives in Jerusalem in a D Type.
I guess the factory photograph above is of an A Type and by the angle of the steering column is for the fitment of a saloon body.

Phil Virgona sent me the photograph below which is believed to be a Queensland car. It is a D Type as it has side entry wiring for the side lights and 5 louvers in the bonnet. It appears to be an Australian bodied car.

Photo below from Phil Virgona is of OD724 at the Motor Classica Exhibition in Melbourne.
This further photograph is of the chassis plate of OD724 and apart from the hole drilled in the bottom right hand side the plate it appears to be original however I am amazed at its condition.

Some more photographs from the archives of the The Vintage Motor Club in Sydney.

1957 AIRSTRIP MARSDEN PARK N.S.W.

1958 The Oaks Airstrip N.S.W. Christmas Party OE239

DICK BURNS
4½ Litre BENTLEY

PHIL KINSELLA
30-98 VAUXHALL
(WINNER)

1971 Mountain Rally OD949
1974 Mountain Rally OD966

OD998 at Warwick Farm near Sydney 1964
PARTS AND SERVICES

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

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

Restoration of damaged bakelite magneto distributor caps.

Before

After
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.
14-40 Conrod

A Type 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

It is our aim to have a record four D Types, D2965 (Wayne Merton) D3120 (Peter Weir) D3190 (Murray McDonogh) D3688 (Greg Roberts) at Beechworth next April for the Veteran and Vintage Vauxhall Rally.

D2965

D3190

D3190

D3688
Evan Quarmby sent me a photograph of his 23-60 OD1072’s chassis now up on its wheels. Evan is now moving onto the body and just perhaps, we’ll see it on the road at the end of next year.

It's just one giant leap forward from how Evan brought it home from Sydney a few years ago.
The Ral Rainsford tankard is awarded by the Committee of the A – D Vauxhall Register for the best restoration of an A – D Type Vauxhall during the year. The trophy was made available by Ral Rainsford of South Australia and I can advise that for the past four years it has been awarded to Australian Vauxhalls. In 2018 it was awarded to Robert Lovell of Lismore for his restoration of his 23-60 OD1115 and in 2019 it was awarded to John Ellis of South Australia for his restoration of the Prince Henry A11.517.
Last year it was awarded to Greg and Gill Roberts for the restoration of their D Type roadster D3688.

This year the trophy has been awarded to Wilga and Euan Coutts of Orange N.S.W. the upgrade of the paintwork of their 23-60 OD793.

FOR SALES

Max Stephenson from Queensland has advised that his 23-60 OD966/OD678 is for sale. The car was formally owned by Laurie Ogle of N.S.W. and is a well known 23-60 campaigned by Laurie and Margaret Ogle for many years in the Vintage Motor Club as well as the V.S.C.C.A. Max purchased the 23-60 from Laurie in late 2008.
Max advises he is asking $98,000 or very near offer for the car and he reports that following a full restoration it is completely reliable and he would be happy to drive to any part of Australia.

For enquiries please ring Max direct on mobile 0407 642 715

Finally thanks to all those who regularly contributed with material throughout the year for the newsletters. I know there are many of you out there that could also contribute with some photographs, written material or simply a photograph of your car with a little about the last rally you attended. So please find some time in the new year to send me something for the newsletters as it will be much appreciated.

Wishing you all a merry Christmas and I hope things ease a little next year with the virus so we can meet up again on the Vauxhall Rally at Beechworth in May.

Dave Stuart.
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