

# **A - D VAUXHALL REGISTER**

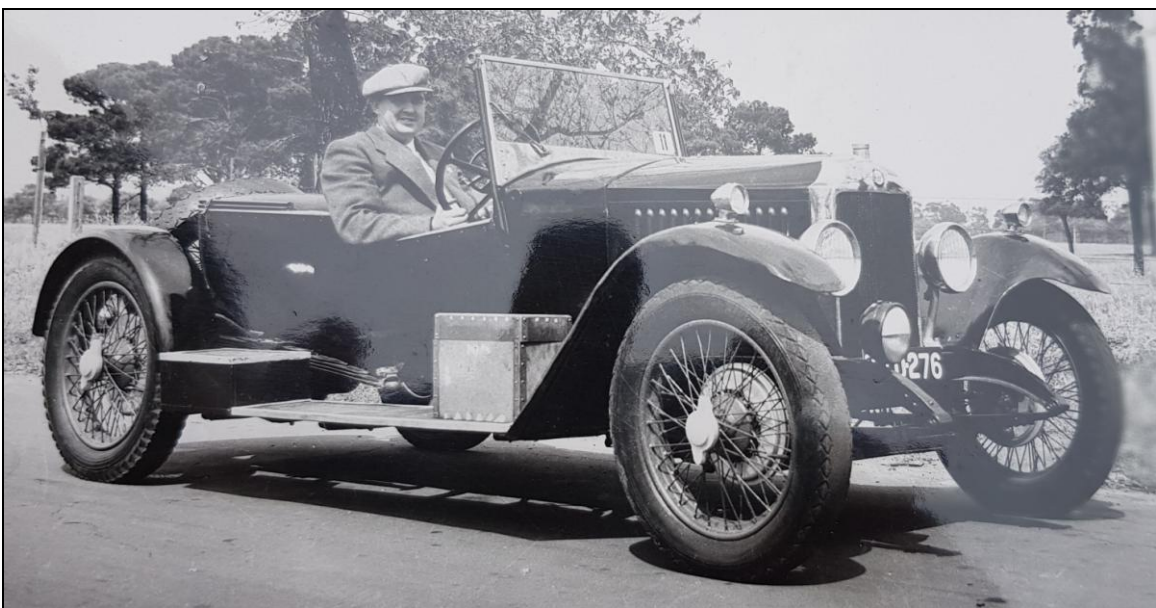
## **AUSTRALIAN NEWSLETTER**

### **DECEMBER 2021**

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.



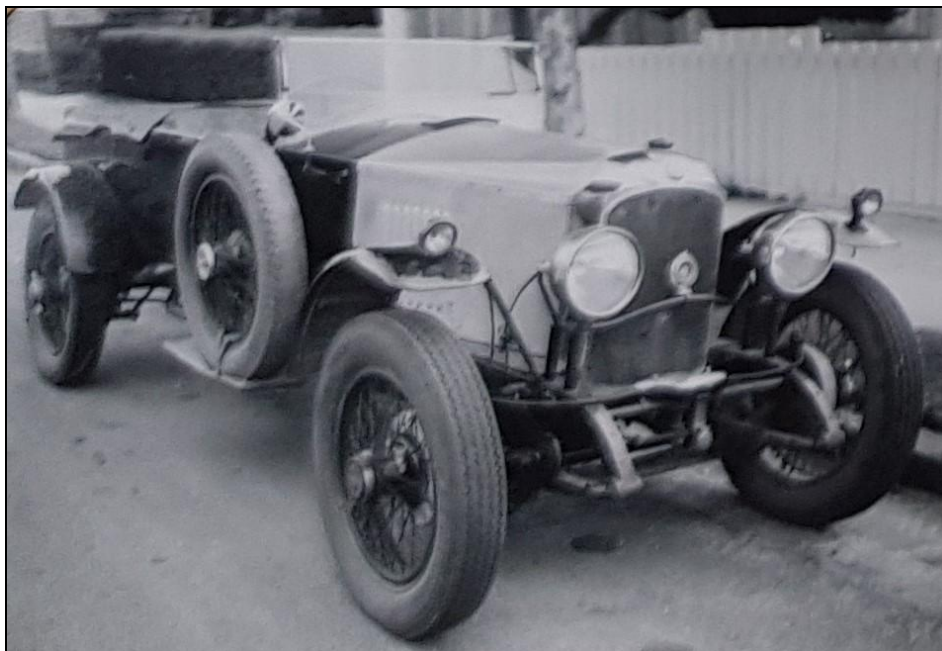


*Removing 3 litre's lights bonnet and radiator for loading*



*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.**



*L to R Jeff Wolfgang, Dave Stuart, Rob Merryfull, Neil Heilbrunn and Phil Virgona*

**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 28<sup>th</sup> 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 we

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 £20 a time.

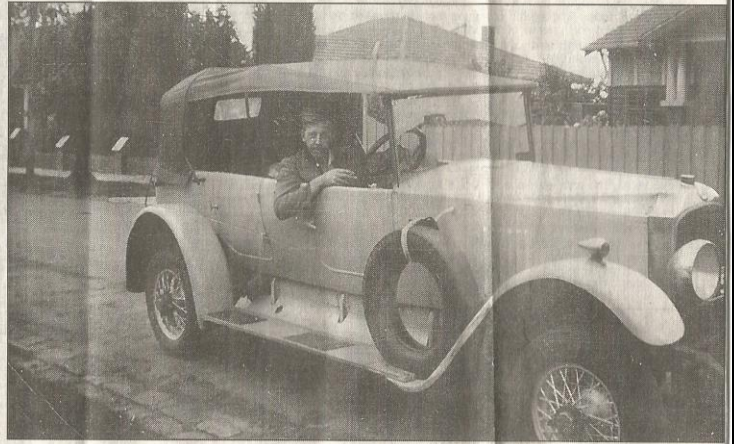
This is how I came to be the fortunate possessor of Charles Kingsford-Smith's 23/60 horsepower 1922 model Vauxhall tourer.

I had three cars before war broke out in 1939. A 1911 model 10-horsepower Singer tourer, the first, with fixed head and gearbox *a la Romeo* in the back axle — purchase price £5 in Sydney in 1937. A 14/40 1926 Vauxhall roadster, modified for dirt-track racing, with a ground clearance of 11.3cm, because of an OHV Sunbeam engine replacement, and capable of 85 mph — more than competing with the 1936 Ford V8 (price £16 pounds, 10 shillings). Lastly, a Morris Oxford 1926 square-nose 12-horsepower with manually tilting head-lamps — £20.

After I came out of the army in November 1943, we were expecting a baby and practically any car, however old, was unobtainable, unless one had access to the flourishing black market.

I was able to obtain a permanent position in the Commonwealth Public Service in 1949, but this entailed going to Sydney, where the only accommodation we could get (now with two children of five and two) was in Maroubra, an industrial suburb, opposite the former GM-H plant.

Life was not easy in these circumstances, and I scanned the papers incessantly 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 tenders were invited for a 23/60 Vauxhall tourer of 1922 vintage, lying on Rosebery Racecourse (soon to become the site of the University of NSW) on an "as-is and where-is" basis, I immediately replied with an offer of £20. I then forgot about it until a



month later, when I received a letter saying that my offer had been accepted and would I please take the car away immediately.

My duplex neighbour, McInerney, was a young mechanic with a car, and showed himself a true friend. We went to the race-course, found the car,

which still had the tyres inflated, and towed it home — fortunately only 5km away. We then took stock of the situation. The car had been converted to a uti-

THE CANBERRA TIMES FRIDAY JULY 28 2000 17

## ere built to last

### Smithy's Vauxhall:

bought for £20 in Sydney after the war. Rebuilt, it ran well, selling later for £180. Dorothy Carroll, the owner's wife, stitched up the new hood herself.

lity during the war, and had had a gas-producer unit fitted to cope with petrol rationing. There was no hood, no magneto, no starting motor and no top to the carburettor.

The next step was to re-register the car. I found a Vauxhall enthusiast at the State Motor Registry who informed me that Kingsford-Smith had owned it. I found a Watford magneto and a carburettor top, and my dear wife, coping with two lively young children, made a hood on an old hand-sewing Singer machine, painfully forcing the needle through interminable layers of duck. Amazingly, once the magneto was installed, plus the carburettor top, I was able to start the car on the crank.

However, this was basically the same 4-litre OHV long-stroke motor as the 30/98, and cranking could be successfully accomplished only by a fit young male, into which category I then fitted. However, I took great care to ensure that, in traffic especially, I never had to stop the engine.

Somehow or other I bore a charmed life in Sydney traffic in 1950 — mostly due, I think, to the fact that the bumpers on the Vauxhall would have ploughed through a V8 sedan without suffering any damage.

I drove the car round Sydney with great caution for some months, and then learned that my department had posted me back to Melbourne.

My wife's young brother, who was the Wild Cat Editor of the *Bulletin*, volunteered to take our children to Melbourne by air, while we drove the antique.

It was a great moment. We had had to pack up our Maroubra duplex, get the children off, and take off ourselves in this

ancient car. We were so grateful when we made the pub at Mittagong about 6 o'clock that evening, and had a well-earned aperitif.

All went well the following day, and coming into Holbrook I dared to take on a current-model Jaguar, which I could not hold on the level, but there was a different story on the slopes. I just pulled away in top!

The car continued to run perfectly, despite some 120,000 miles on the clock. No wear was perceptible on the front-wheel bearings.

We repainted the car in Melbourne, as can be seen from the photo. The wheels had been changed to 18 x 6.50 balloons.

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 Burma coast (where he died with my cousin, Pethybridge, his engineer), he remembers.

*Molliter ossa cubent!*



The advertisement below was for the Sydney Vauxhall Dealer Alfonso Brown who was followed by George Ennis and then Boyd Edkins.

# VAUXHALL CARS

Before purchasing a Car do not miss the opportunity of seeing the VAUXHALL, whose extraordinary Hill Climbing, Efficiency & Reliability are the talk of the Automobile world.

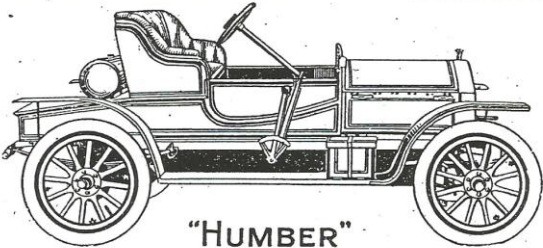


**SOLE AGENT:** **'Phone 4497.**

**ALPHONSO BROWN, 246 Pitt St.**

(Opposite School of Arts).

**HUMBERS  
DARRACQS  
VAUXHALL  
CARS**




"HUMBER"  
8 H.P.

**McINTYRE  
MOTOR  
BUGGIES**

The HUMBER CARS for years past have WON EVERY RELIABILITY RUN worth mentioning.

**DARRACQ CARS** have established world's records which still remain UNBEATEN. In Australia the Dunlop shod "DARRACQ" covered 777 miles in 24 hours. The Big "DARRACQ" holds the record for speed of 120 miles per hour.



**VAUXHALL CARS** are noted for their HILL CLIMBING, and no other Car yet built has ever approached the performances of "VAUXHALLS."

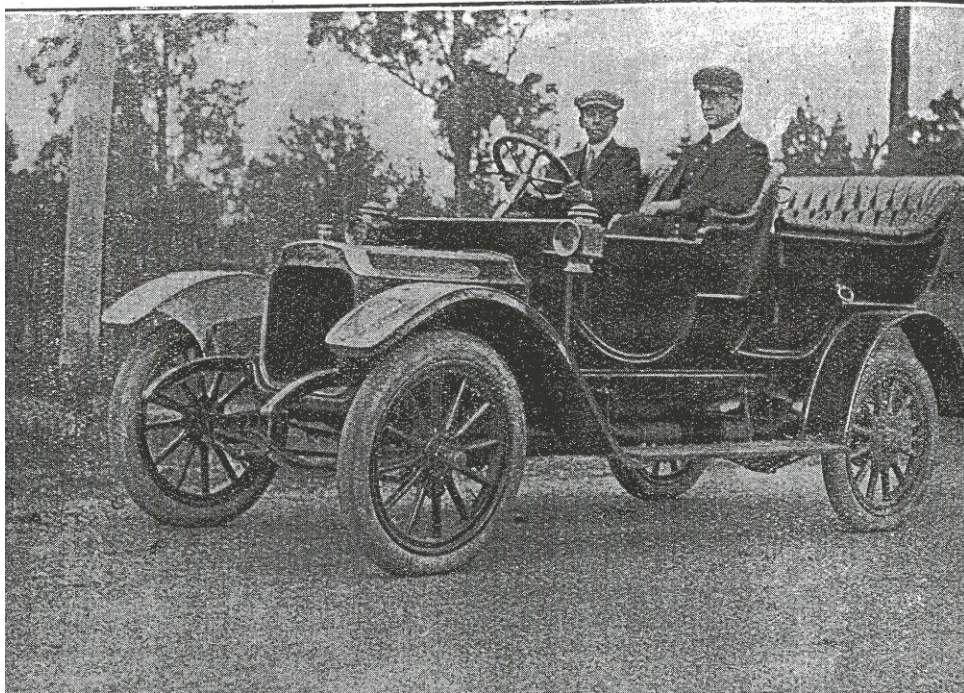
LATEST MODELS—HUMBERS and DARRACQ CARS and McIntYRE BUGGIES in Stock. VAUXHALLS to arrive.

Sole Agents for HUMBER, DARRACQ, VAUXHALL CARS and McIntYRE MOTOR BUGGIES:

**GEO. INNES & CO. 156 CASTLEREAGH ST. SYDNEY.** TEL. CITY 1249.



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.



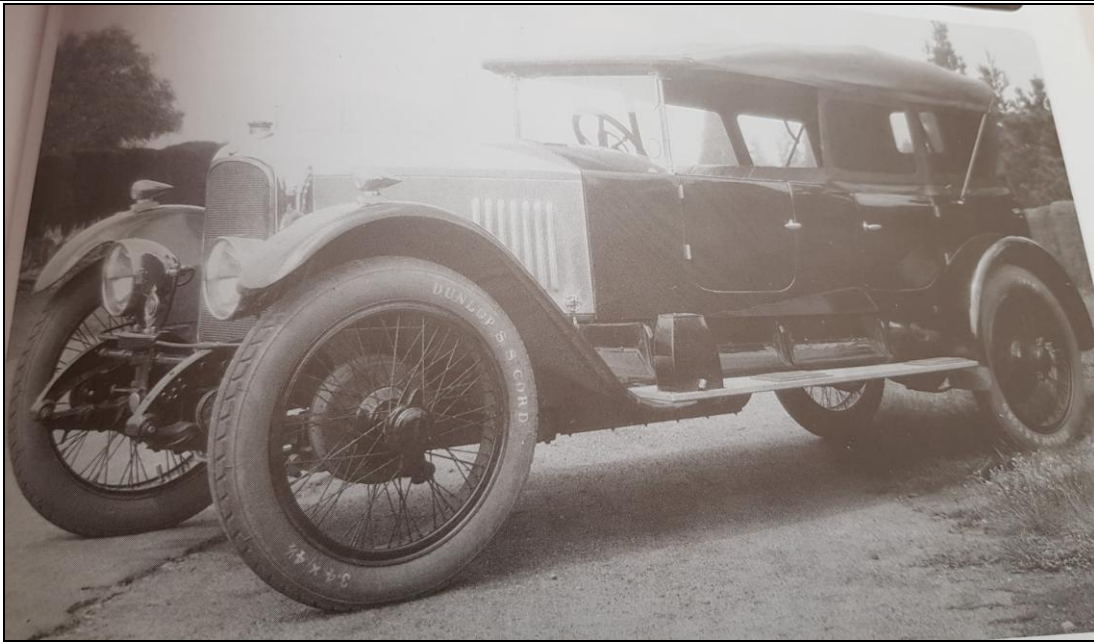
The photograph below was taken at Berowa Waters on the Hawkesbury River on the way home from lunch at The Fishermans Hotel. From the left to right are the Ward's 23-60, Ferguson's 14-40, Heilbrunn's A Type with Merryfulls, Walton's 30-98 and Stuart's 23-60.



*OD1107 - M1028 A11-487 - OE53 - OD494*

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 were 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 "drama " 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 8<sup>th</sup> 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 knows differently , we would love to know .

Fred changed his name to Dean and they travelled as **Mr & Mrs F Dean**. It wasn't till 24<sup>th</sup> July 1928 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 Camperdown . 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://aso.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 .

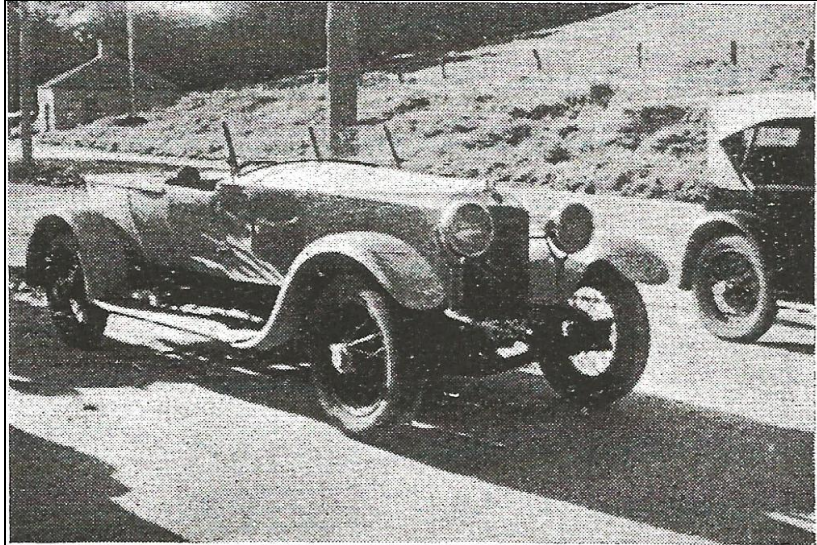
If any one has any further information about the trip or where the car is today could you please contact Alan Fraser 041980116 ([alanfraser2@bigpond.com](mailto:alanfraser2@bigpond.com)) Member of the VOCA Vic. branch and I will pass the information on to the family .

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 14<sup>th</sup> 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.



*This 23/60 Vauxhall also competed in the S.A. Vintage treasure hunt, being driven by A. J. Condon.*

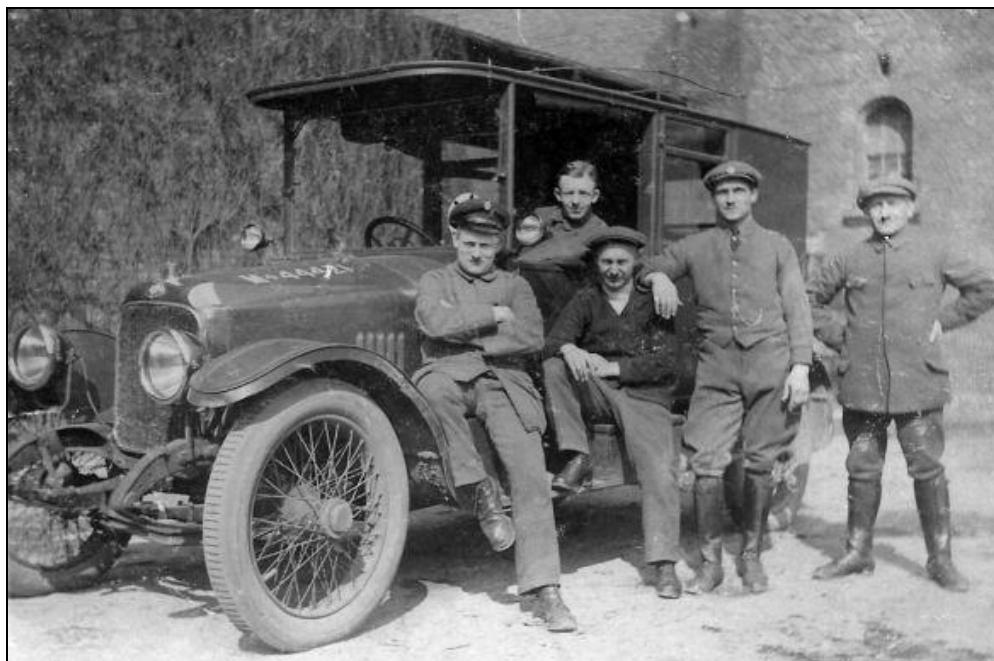
The period photos below were sent to me by Leigh Whitfield of Victoria.







*A Type could be somewhere in Australia*



*Wartime D Type*



*Possibly a re-commissioned wartime D Type*

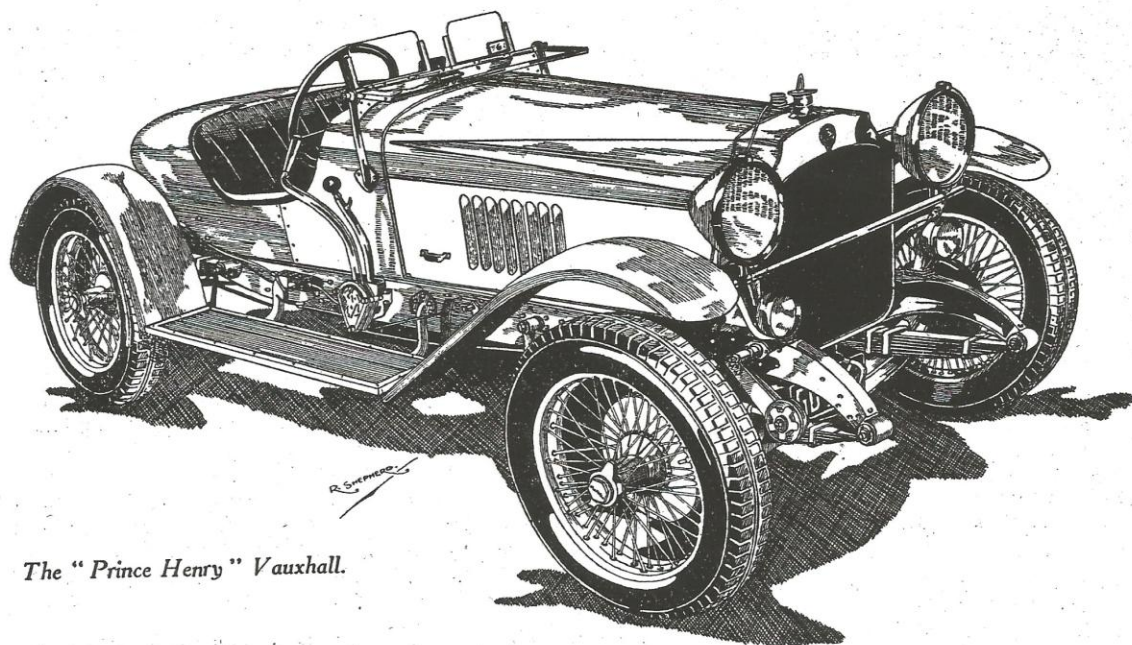


*British Army motor car, M-25446, (Vauxhall 25 limousine) towing a motor car out of the mud at Hamel, January 1917. (IWM Q1767). The rear wheels seem to be spinning in this image, but the front wheels are static.*

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.**





The "Prince Henry" Vauxhall.

## 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 £605 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  $\frac{1}{4}$ -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 Penrith 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 caps, upon removal of which the valves are accessible. The cylinders have a bore and stroke of 90 x 120 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 1910 at Brooklands). The engine is rated at 20 h.p. and has a higher lift camshaft than standard, also a lightened flywheel. The crankshaft is unbalanced 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 filtering screen which can be pulled out from the front just like a wardrobe drawer; cleaned and replaced—the "E" type 30/98 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 Duralumin" con 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 mains 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 Claudel-Hobson with barrel throttle situated on the offside, while ignition is by two plugs per cylinder fired by a Bosch "ZU4" magneto of two spark type on the near side. The drive passes through the Hele-Shaw 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 models.

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 channel section chassis frame is almost identical to that of the 30/98, with channel section cross members and upswept 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 lb. 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 Thermo-syphon 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 Yank saloons. The dash contains the air pump, air pressure gauge, oil pressure gauge, combined amp and volt meter, water temperature gauge, 100 m.p.h. speedo 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 increase in efficiency. In other words, the power tends to fall above 2,500 r.p.m.

The following are the modifications carried out through the years apart from the aforesaid body change. The chassis was shortened by 18 in. in the car's Penrith days, 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 880 x 120 beaded edge tyres are now replaced by 500 and 5.25 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 guage at 70 m.p.h. and pumped out the whole two gallons of Castrol before Bill Chadwick could stop the car—into his lap! All the above modifications, including lighting the flywheel were carried out by Boyd Edkins during his ownership of the car.

The fold flat screen, mudguards, aero 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 Sunbeam brakes fitted to the old hubs—Perrot-Servo in front and twin shoe brakes 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. Wheels are knock-off Rudge wire type and A 210 now turns the scales at 23½ cwt. It can do around 75-80 m.p.h. in its present state and 26 m.p.g. 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 universals have given place to Hardy Spicer type units.

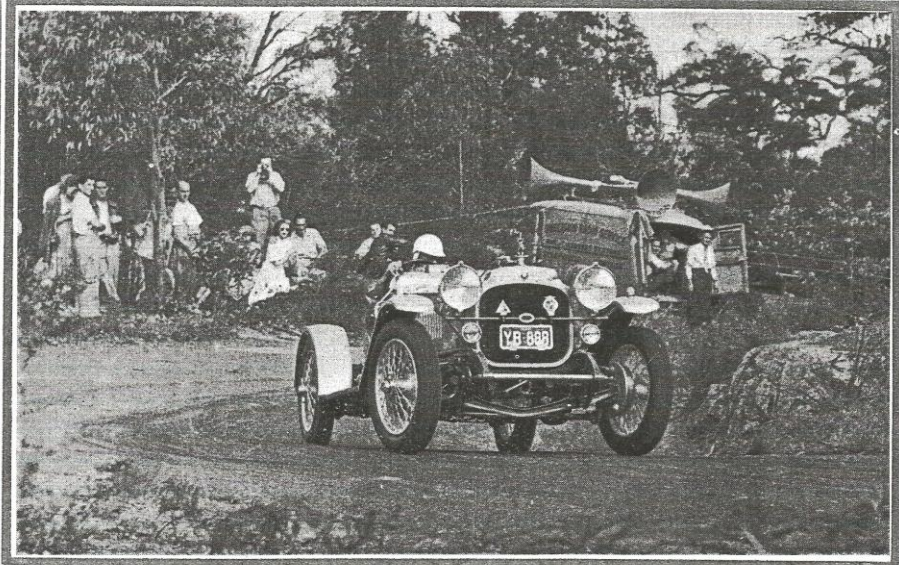
A grand old car beautifully preserved by its present owner to whom I am indebted for most of the foregoing intimate details, and still with a very real performance remaining.

1/4
MARCH 15, 1949

# Australian MOTOR SPORTS

Registered at the General Post Office, Melbourne, for transmission by post as a periodical.

AUSTRALIAN  
AUDIT  
BUREAU OF  
CIRCULATIONS



FOLEY'S HILL, N.S.W.—E. D. Ansell making good time in his 1912 "A" type Vauxhall, "Fifty Bob."



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.

*The Car Super Excellent*

*The Thoroughbred in Motors*



# VAUXHALL

We are Sole Victorian Distributors for this Famous Car  
Call at our Showrooms and Inspect all different Models

30/98 Speed Models - - - - -

£1,500

23/60 Large Tourers - - - - -

£1,250

14.6 Princeton Models, from

£825 to £875

QUICK DELIVERIES

*Deferred Payments if necessary*

Be wise and inspect these Cars before purchasing anything else

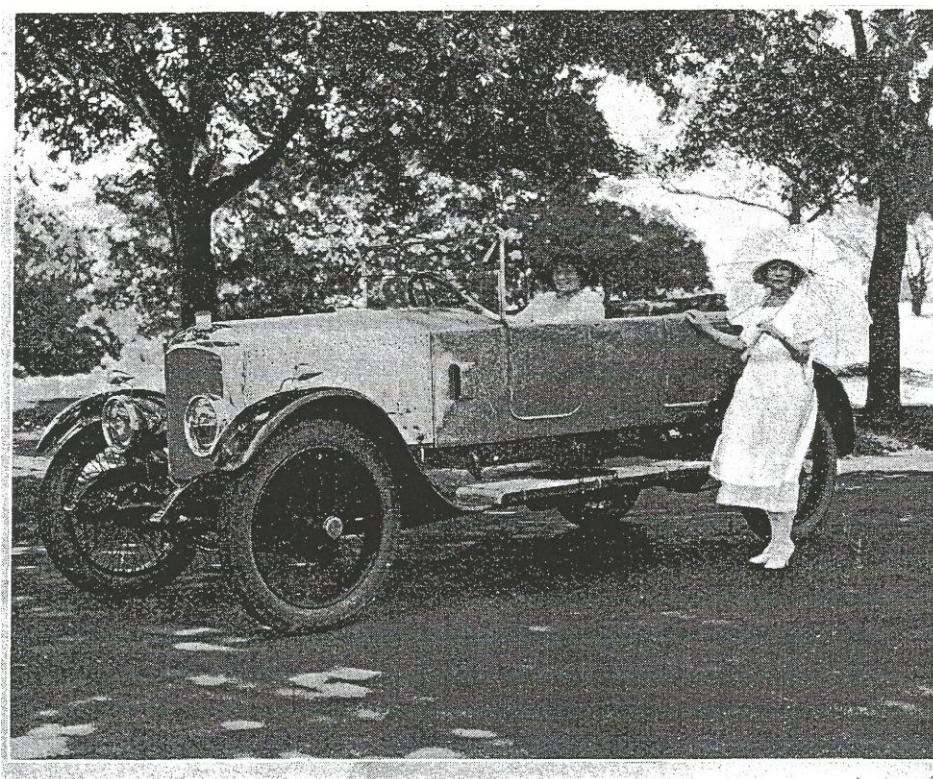
*Country Agents wanted where we are not represented*

## BARLOW MOTORS Pty. Ltd.

20-28 Latrobe Street (2 doors from Exhibition Street), Melbourne

Phone: Central 9605 and 9606

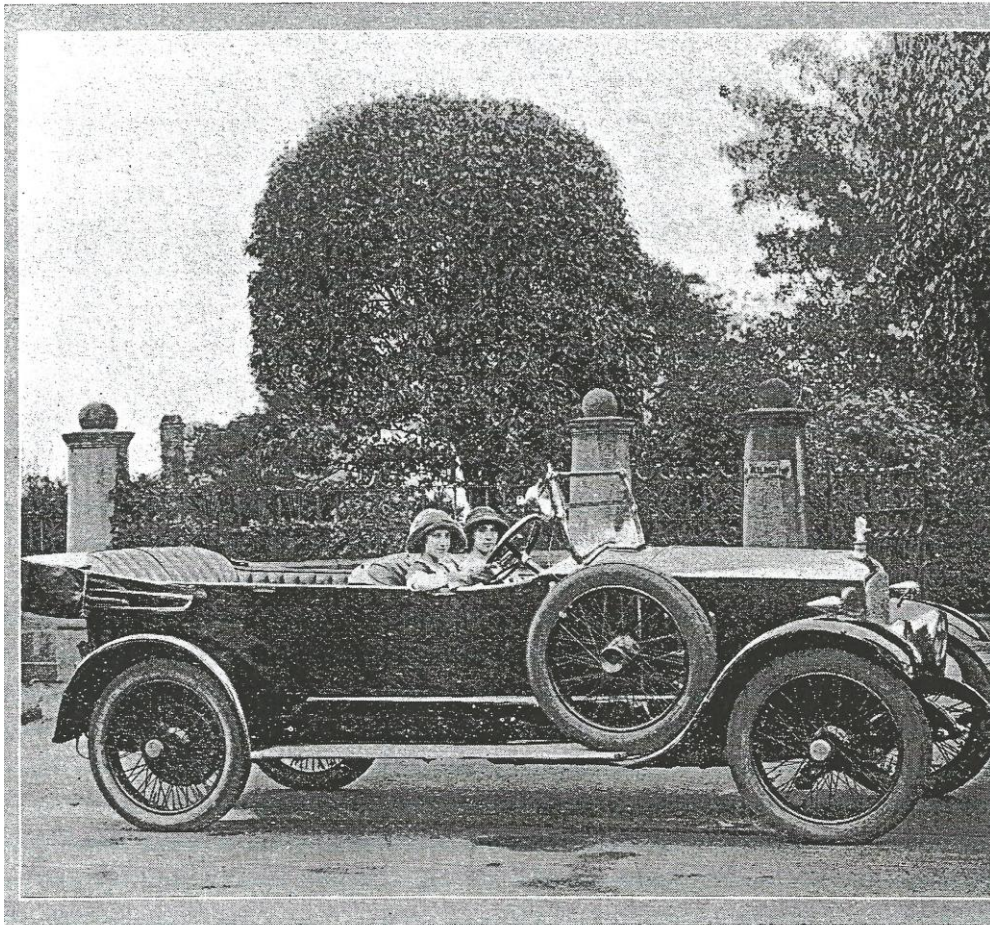




*SEATED in this Vauxhall is Mrs. Jack Tilley, the daughter-in-law of the well-known City stockbroker. Standing chatting with her is Miss Gladys Laycock, the clever miniature painter, whose present occupation is painting 63 Commonwealth Generals for a book which Mr. Arthur Adams is writing. Miss Laycock's forefathers were among the first pioneer British military officers to land in Sydney. Formerly, Vacluse 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 that type of Australian womanhood whose leadership it is a delight to acknowledge and to follow.



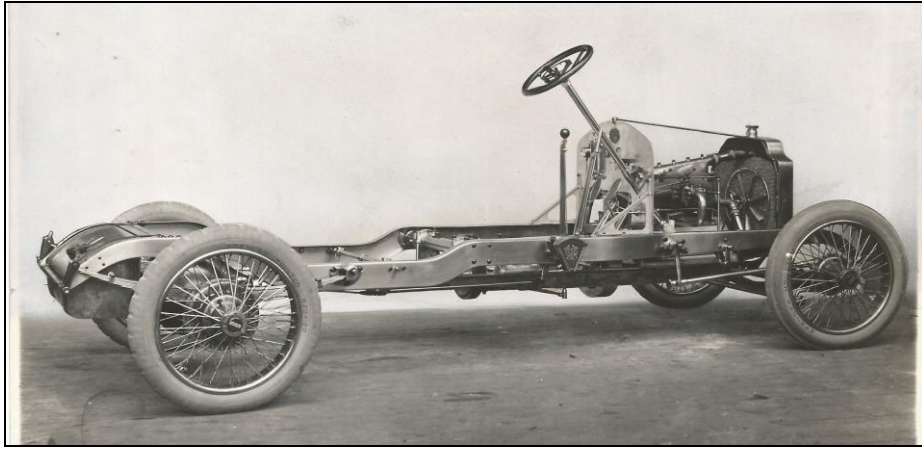
Photos. by E.B. Studios, 278 George Street,  
Official Photographers to "Motor Life."

PAC



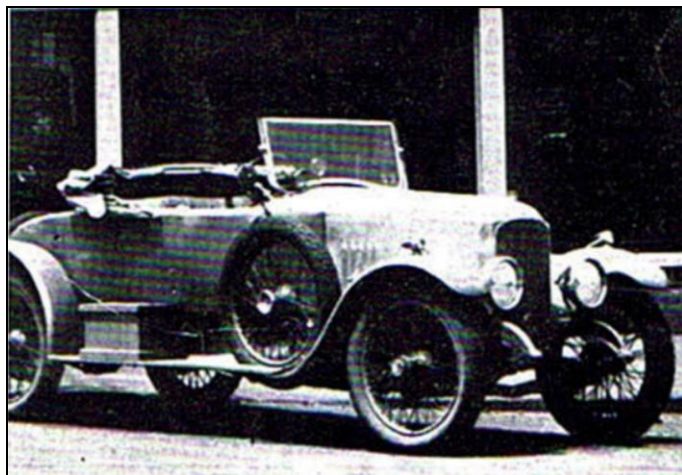
*General Allenby arrives in Jerusalem in a D Type.*





**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.*

*OE-D? - OE108 Black Bess - OE127*





DICK BURNS  
4½ Litre BENTLEY

PHIL KINSELLA  
30-98 VAUXHALL  
(WINNER)

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



B. KEELEY. 23/60

1971 Mountain Rally OD949



*1974 Mountain Rally OD966*



*OD998 at Warwick Farm near Sydney 1964*

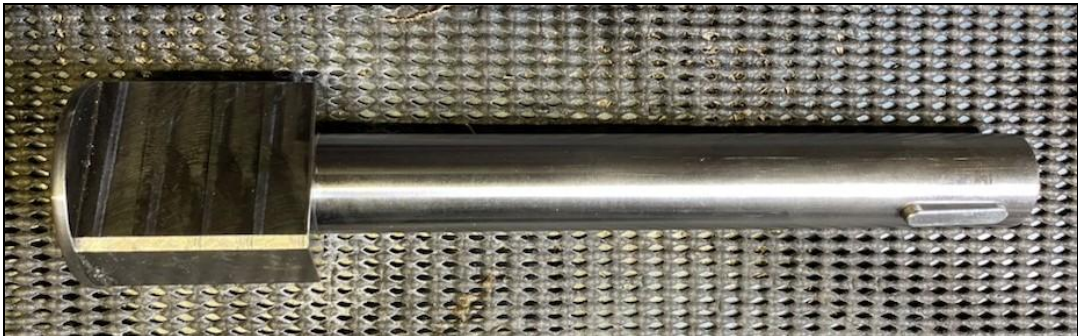


**PARTS AND SERVICES**

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*



**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.**

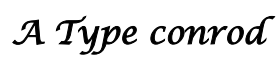
**OE exhaust manifolds.**

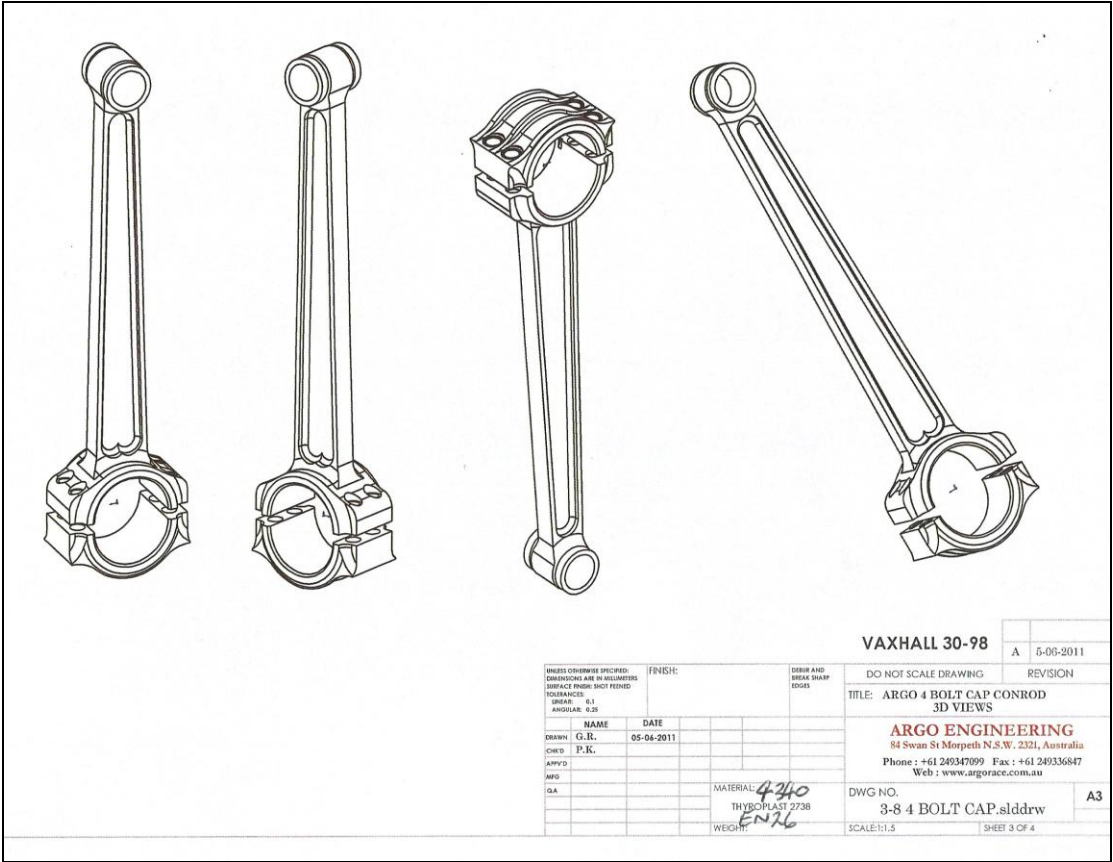
Services

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



25





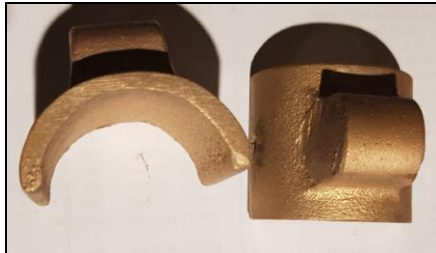
30-98/23-60 conrod

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**

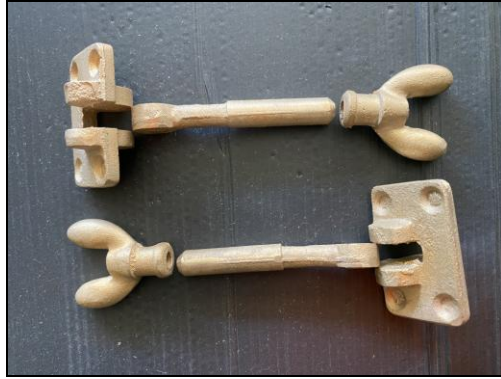


**New bronze castings for Rotax bulb horn mounting bracket to the firewall \$25.00 ea**



**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*

**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.



*The Ral Rainsford Tankard*



**Last year it was awarded to Greg and Gill Roberts for the restoration of their D Type roadster D3688.**



*Greg and Gill with D3688 with trophy for 2020*

**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.**



*Euan and Wilga with OD793 with trophy for 2021*

## **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.*

**Mob: 04 2828 23560**

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



