

A - D Vauxhall Register

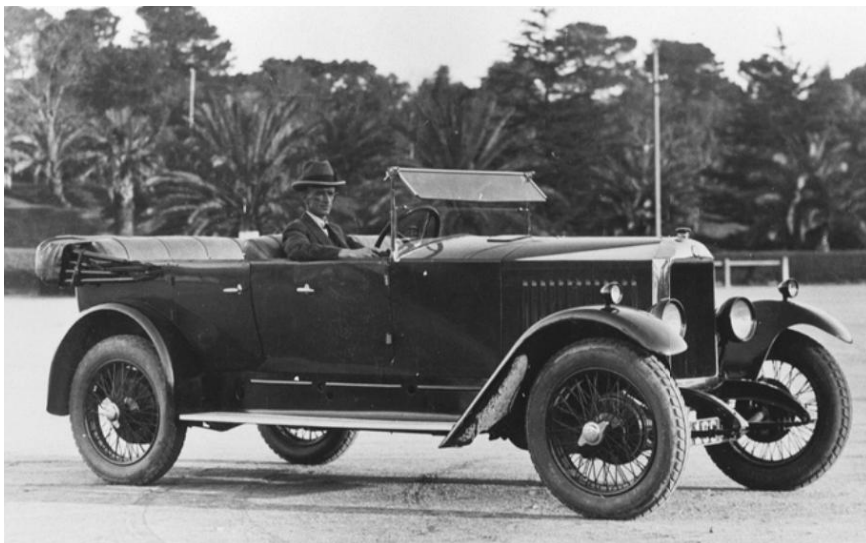
AUSTRALIAN NEWSLETTER

February 2021

Hello Everyone.

This issue contains quite a few period photographs which I thought may be of interest. Again some of them do not fall into the A – D Vauxhall Register criteria however I feel are too good to leave out.

This photograph depicts a fairly new LM 14-40 with what looks like an Australian body.



Mr Homburg in his 14-40

The next photograph is of the Dean 30-98 when they went off around Australia on their epic journey. There are many photographs of this car taken on various parts of their journey with this one taken in Perth.



Mr and Mrs Dean arrive in Perth in their 30-98

The photograph taken below is of Boyd Edkins E Type 30-98 E274 as it left the outskirts of Sydney for its record breaking run to Perth and return. The car was driven by John Burton and riding passenger was Bradley. Burton kept a record of the trip which appears as the story called Blue Murder in a 30-98.



“kick off” the start of Burton & Bradley’s Sydney to Freemantle run in the 30-98 E Type E 274

Colledge Family collection

Photographs

Black and white photo of the Vauxhall car surrounded by a small crowd of people. Three other cars are parked near the Vauxhall and boys on bicycles are riding up to the car. Handwritten text in pencil on the back of the photo reads "kick / off".

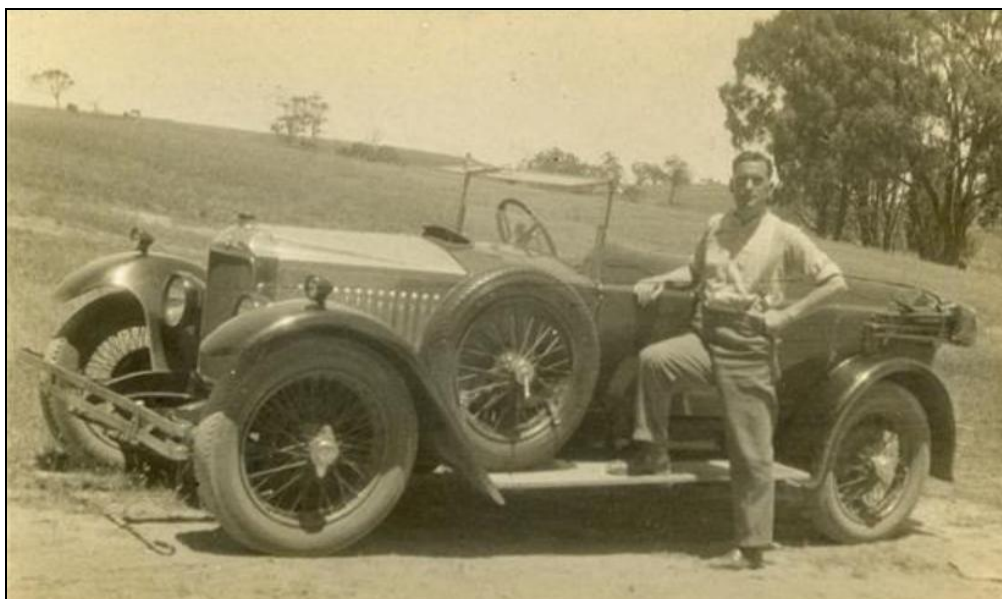
The collection consists of documents, photographs, scrapbooks, clothing and other memorabilia from the careers and personal lives of Emma (Emilie) Roach, a well-known and successful equestrian, and her husband John (Jack) Burton, who made several record-breaking drives in motor vehicles across Australia during the 1910s and 1920s. Born in Narrandera, New South Wales, in 1898, Roach began equestrian competition at the age of 10, and continued through most levels and types of competition, remaining an unpaid amateur, until her retirement in 1955. Her main competitions and successes were in the show-ring. After Burton and Roach married in 1925, they lived in Sydney for many years and travelled from there to agricultural shows in New South Wales, Victoria and Queensland where Roach would compete and Burton worked in motor vehicle sales and writing articles for motoring magazines.

Image: Copyright undetermined <http://rightsstatements.org/vocab/UND/1.0/>

Text: Copyright National Museum of Australia / CC BY-NC <https://creativecommons.org/licenses/by-nc/4.0/>



*Burton and Bradley in Boyd Edkins E Type 30-98
Yardea Station in South Australia*

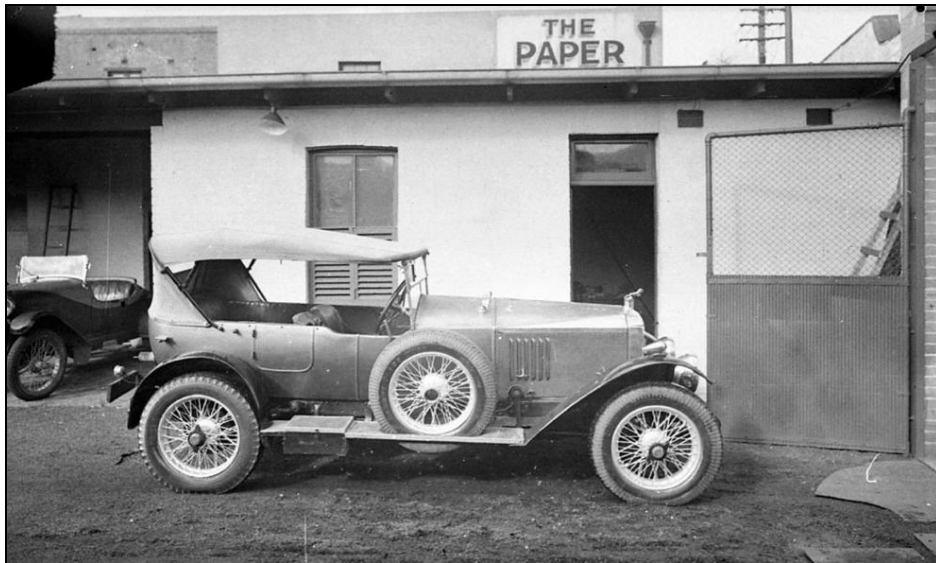


Frank Wright and his 14-40

Frank Wright was a renowned resident of Smeaton, where he was born. He lived at Laura Villa, and attended Smeaton State School. His father William was a gold miner and his mother's name was Sarah. Their family won many singing and instrumental awards. Frank was tutored by Percy Code and was awarded a gold medal for the highest marks in the ALCM examinations in the British Colonies at the age of seventeen years. He became the Australian Open Cornet Champion by the age of eighteen. A year later, Frank conducted the City of Ballarat Band, and later the Ballarat Soldiers' Memorial Band. He formed the Frank Wright Frisco Band and Frank Wright and his Coliseum Orchestra. These bands won many South Street awards, and Frank as conductor won many awards in the Australian Band Championship contest. In 1933 Frank Wright sailed to England to conduct the famous St Hilda's Band and was later appointed Musical Director of the London County Council, where he organized many amazing concerts in parks, in and around the London district. He was made Professor of Brass and Military Band Scoring and conducted at the Guildhall of Music and Drama. Frank was often invited to adjudicate Brass Band Championships around Europe, in Australia, including South Street and in New Zealand. The Frank Wright Medal at the Royal South Street competition is awarded to an individual recognized as making an outstanding contribution to brass music in Australia.

6/1/1930

- .1) Printed on back - Post Card; Written in pen on back - Me & my 14-40 Vauxhall. Taken near Ballan Mineral Springs, 6th Jan 1930 by Frank Corrigan (from Canberra)
- .2) Written in pencil on back - My Sports Vauxhall 14-40, Taken near Ballan 6th Jan 1930
- .3) Written in pencil on back - My Vauxhall 14-40 with Frank Corrigan 15 (from Canberra). Taken near Ballan Mineral Springs Jan 6th 1930



Unknown 30-98 E Type in Sydney



Blue Lake 30-98 OE297 near where it crashed through the fence into the Lake at Mount Gambia.



A Type in Brisbane



*Murray Unger's Prince Henry prior to Adelaide
Melbourne record breaking run.*

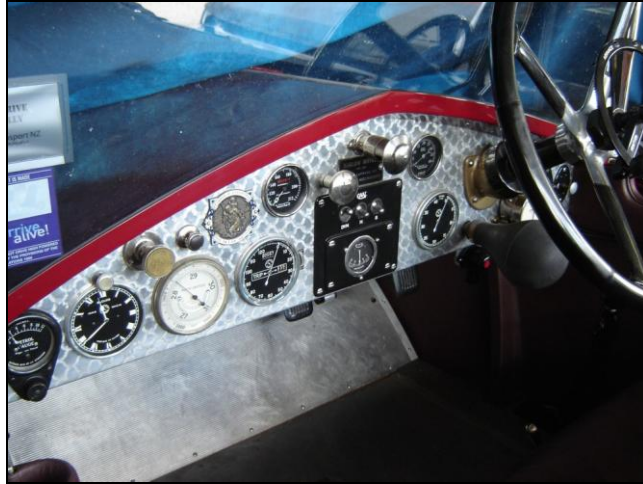


Glen Osmond Hill Climb S.A. OE????

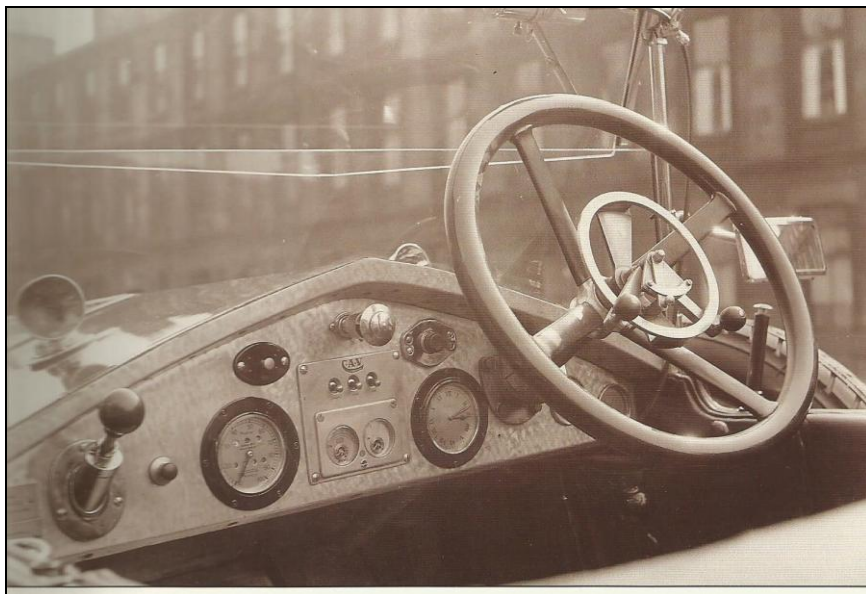


The engine turning on the above dashboard has a similar effect to the original pattern however this one was done with rows of overlapping circular swirls done with a vertical drill and is not absolutely correct or how it was done originally.

John Kent's 30-98 below with correct engine turning on the dash.



The original engine turning was a series of diagonal lines at about 45 degrees which crossed each other and were either etched in or done with a scraper.



Lord Doune's UK 30-98 E396 original engine turning.



Original dashboard aluminium from OD494

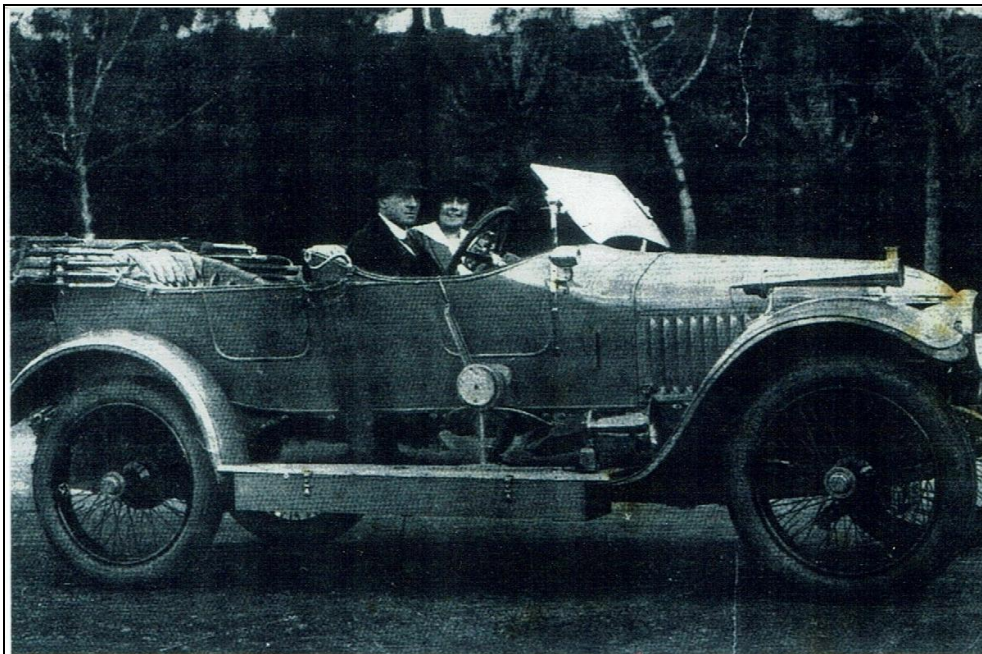


Photo of unknown Prince Henry from Terry Parker S.A.

The list below is from Mark Wakeham and it shows early Vauxhalls registered in New South Wales.

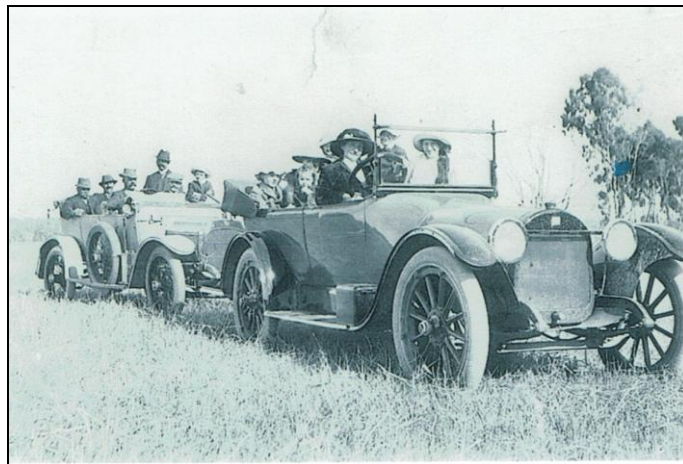
Register of Motor Car Owners

| No | Name and Address | car | HP | |
|-------|--|----------|-------|--|
| 6 | Tramway Dept., 38 Elizabeth-st., Sydney | Vauxhall | 20 | |
| 14 | Tramway Dept., 38 Elizabeth-st., Sydney | Vauxhall | 20 | |
| 137 | Tym, Samuel, Edall, Coonamble | Vauxhall | 20 | |
| 323 | Pye, Robert A., George-st., Windsor | Vauxhall | 20 | |
| 386 | Pulsford, Maurice H., George-st., Windsor | Vauxhall | 20 | |
| 469 | Moore, William, Merley-rd Homebush | Vauxhall | 20 | |
| 509 | B. Richards & Sons, Hay-st., Sydney | Vauxhall | 16-20 | |
| 785 | Innes, orge P., Boulevarde, Strathfield | Vauxhall | 25 | |
| 848 | Pye, Leslie W., Wigram-st., Harris Park | Vauxhall | 20 | |
| 2056 | Gowing, Preston L., Henson-st., Summer Hill | Vauxhall | 20 | |
| 2144 | Ritchie, George H., Harrow-rd., Auburn | Vauxhall | 25 | |
| 2511 | Brunner, Charles, 56 Baptist-st., Redfern | Vauxhall | 20 | |
| 3273 | Barritt, Charles E., Hallara Stn., Pooncarie | Vauxhall | 20 | |
| 3464 | Spring, Henry L., St. Elmo-st., Mosman | Vauxhall | 27 | |
| 3549 | Larcombe, James P., Ethel-st., Burwood | Vauxhall | 20 | |
| 3574 | Crossman, Charles R., Bennett-st., Neutral Bay | Vauxhall | 25 | |
| 4309 | Williams Bros., Broolong, Armidale | Vauxhall | 15-20 | |
| 5790 | Stone, Benjamin, 294 Glebe-rd., Glebe | Vauxhall | 20 | |
| 5888 | Day, Walter, Woodlea, Lockhart | Vauxhall | 20 | |
| 6219 | Kerr, John H., Weelwood, Orange | Vauxhall | 20 | |
| 6764 | Morris, Percy A., Victoria-rd Bellevue Hill | Vauxhall | 16-20 | |
| 7203 | Seville, John, Portland | Vauxhall | 20 | |
| 7243 | Sanderson, C, F., Parramatta-rd., Burwood | Vauxhall | 16-20 | |
| 7332 | Pye, Charles W., Alton, Concord-rd Concord | Vauxhall | 20 | |
| 7725 | Buffier, Norman D., 460 Darley-st., M`ville | Vauxhall | 20 | |
| 8102 | Munro, Cecil C. H., Cronulla | Vauxhall | 20 | |
| 8248 | Clark, John, Moirs St., Moama | Vauxhall | 20 | |
| 8331 | Brown, John, Wolfe-st., Newcastle | Vauxhall | 20 | |
| 8638 | Elder Smith & Co., Broken Hill | Vauxhall | 20 | |
| 8877 | Fenwicke, Arthur T., Wallington, Walcha | Vauxhall | 25 | |
| 9517 | McIntyre, Alexander, Tulip-st Chatswood | Vauxhall | 20 | |
| 10101 | Hoskins, Jeannie, Eskroy Park, Bowenfels | Vauxhall | 20 | |
| 10387 | Williams, Ernest, 42 Castlereagh-st., Sydney | Vauxhall | 20 | |
| 10500 | Ahern, John D., Kiama | Vauxhall | 16-20 | |
| 10534 | Ritchie, Stewart D., Boulevarde, Strathfield | Vauxhall | 25 | |

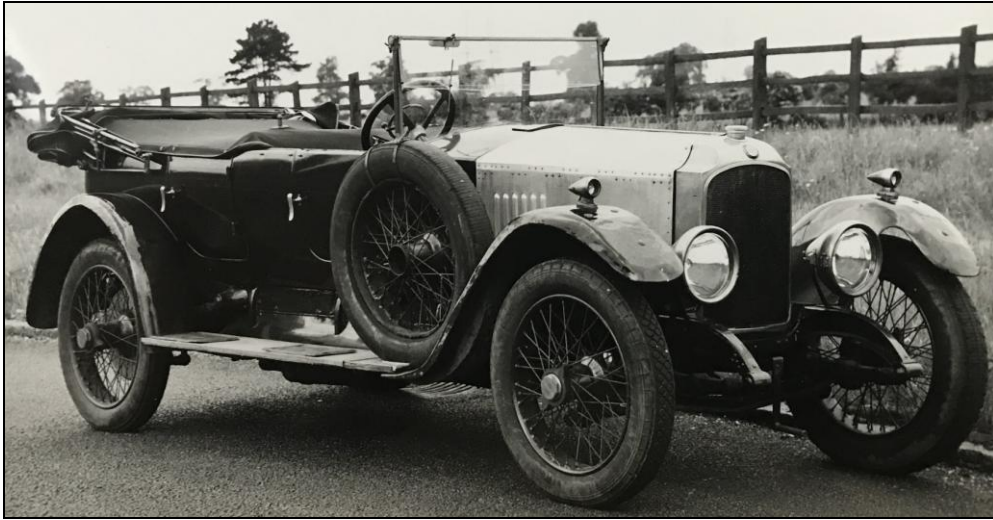
| | | | | |
|-------|---|----------|-------|--|
| 10547 | Gorman, Thomas J., Plentyana, Corowa | Vauxhall | 16-20 | |
| 11172 | Bruce, Sage, Lommbah, Cumnock | Vauxhall | 20 | |
| 11319 | Zinc Corporation Ltd., Broken Hill | Vauxhall | 15-20 | |
| 11806 | Parkman, Robert, Calabash, Marengo | Vauxhall | 16-20 | |
| 12279 | Higgins, Wm, W., Quirindi | Vauxhall | 20 | |
| 12645 | McConochie, Walter, Forest-rd Hurstville | Vauxhall | 25 | |
| 12667 | Ottaway, Stephen C., Victoria-st., Darlinghurst | Vauxhall | 16-20 | |
| 12772 | Cooper, Bertie J., Stern-st., Goulburn | Vauxhall | 20 | |
| 13011 | MacKenzie, D. M., Manilla | Vauxhall | 16-20 | |
| 13434 | Maurice, Percy, Cranbrook-rd., Rose Bay | Vauxhall | 25 | |
| 13770 | Sloane, Hugh G., Kilnyana, Mulwala | Vauxhall | 16-20 | |
| 14003 | Bowman, Reginald, George-st., Parramatta | Vauxhall | 20 | |
| 14306 | McIntyre, Chas. S., Hudson-st., Hamilton | Vauxhall | 16-20 | |
| 14337 | Casper, Marck R., Bradley's Hd.-rd., Mosman | Vauxhall | 15-20 | |
| 16313 | Lanceley, Edw. D., Gordon-rd., Gore Hill | Vauxhall | 20 | |
| 17074 | Hill, Francis W., 2 O'Connell-st., Sydney | Vauxhall | 22.4 | |
| 18833 | Beale & Co., Ltd., 41 Trafalgar-st., Annandale | Vauxhall | 25 | |
| 20878 | Winn, Alfred, Harriette-st., Neutral Bay | Vauxhall | 20 | |
| 22002 | Hughes, Robert O., 9 Bathurst-st., Woollahra | Vauxhall | 25 | |
| 22268 | Scott, Catherine L., Lyons-rd., Drummoyne | Vauxhall | 25 | |
| 22903 | Colvin, Arthur E., Anson-st., Orange | Vauxhall | 16-20 | |
| 23415 | Winn, Chas, 235 Liverpool-rd., Ashfield | Vauxhall | 25 | |
| 24229 | Furphy, Wm. J., 8 Campbell-st., Paddington | Vauxhall | 16 | |
| 24323 | Napier, William J., 1 Albion-st., Waverley | Vauxhall | 20.1 | |
| 24869 | The Motor House, Ltd., Balfour-st., Sydney | Vauxhall | 20 | |
| 25366 | Flatan, Julius, 14 Church-st., Newcastle | Vauxhall | 17.9 | |
| 25781 | Dethick, Geo. H., 34 Belgrave-st., Manly | Vauxhall | 17.9 | |

Register of Taxi-Cab Owners

| | | | | |
|------|--|----------|------|--|
| T446 | Thomas, P. C., 23 Campbell-st Paddington | Vauxhall | 17.9 | |
|------|--|----------|------|--|



Unknown A Type Vauxhall and Buick from Terry Parker



Unknown early 23-60 in the UK

The period photograph below was sent in by Fraser Sloan (UK) and depicts a D Type Vauxhall as can be identified by the 5 louvers on the bonnet side and not 6 the 23-60's have as well as the side entry for the wiring to the sidelights.

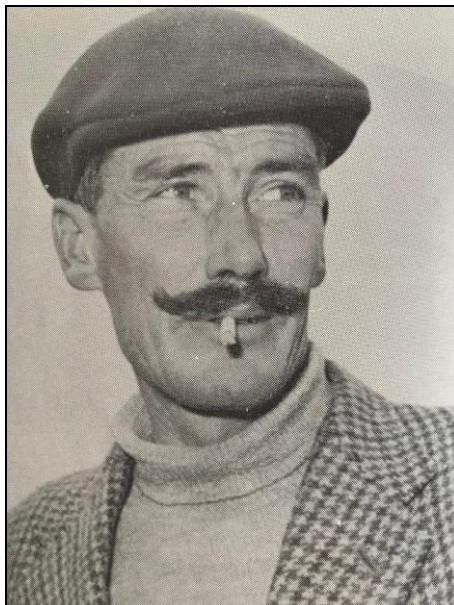


Unknown D Type

The photograph below was sent to me by Geoff Hewitt from Victoria and was given to him by a neighbour with the only information being the boy in the back of the car was born in 1920. So, is it a D Type or 23-60 – I'll leave it up to the experts, the photo has a clue.



The photograph below is of Bill Chadwick whose property “Doyne Hill” was at the top end of con rod straight on the race circuit at Mount Panorama in Bathurst. Bill as can be seen in the photograph was a debonair looking chap and was one of the founder members of the V.S.C.C.A.

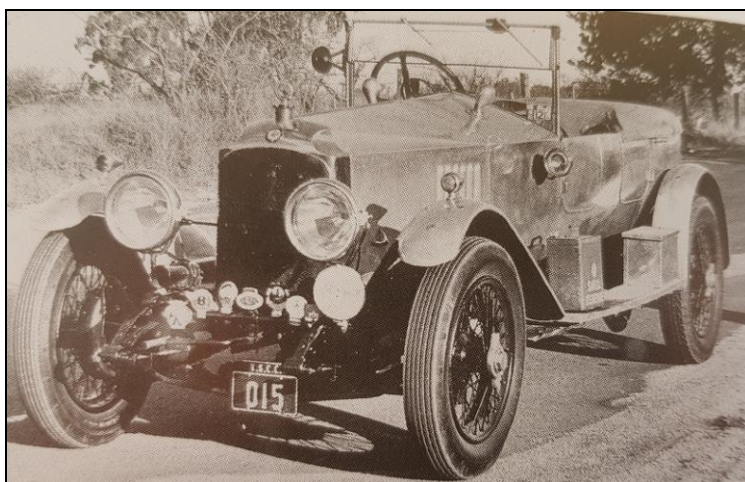


Bill Chadwick

Bill had to have an interest in Vauxhalls as his father who was a surveyor purchased OE176 new from Boyd Edkins in Sydney and owned the 30-98 until 1970. Bill's first Vauxhall was Fifty Bob A210 and he was to later own E364.



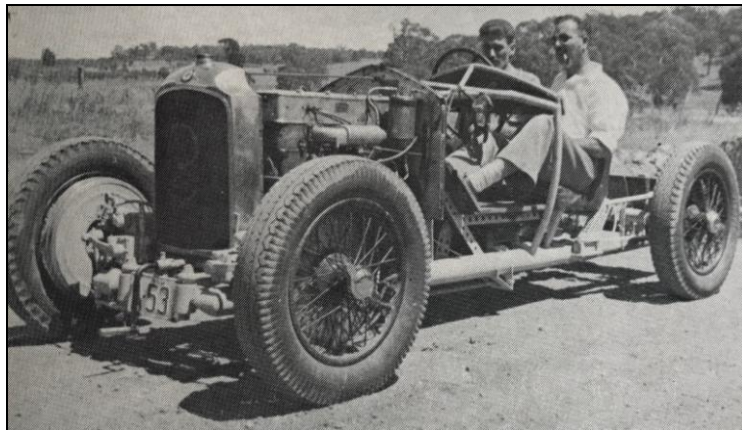
A210 (Fifty Bob)



E364 after being refurbished by Bill Chadwick

During his ownership of Fifty Bob bill grafted Sunbeam brakes onto the original front axle and used it was his everyday car at the time the VSCCA was formed. Bill was in partnership with Barry Gurdon and they operated Gurdon Motors Garage in Bathurst.

Bill also went on to collect the remains of OE221 following the accident it had in the 50's when Gerard Leahy turned the 30-98 over as he came over the crest of a hill near Bathurst and swerved to miss a group of motorcyclists.



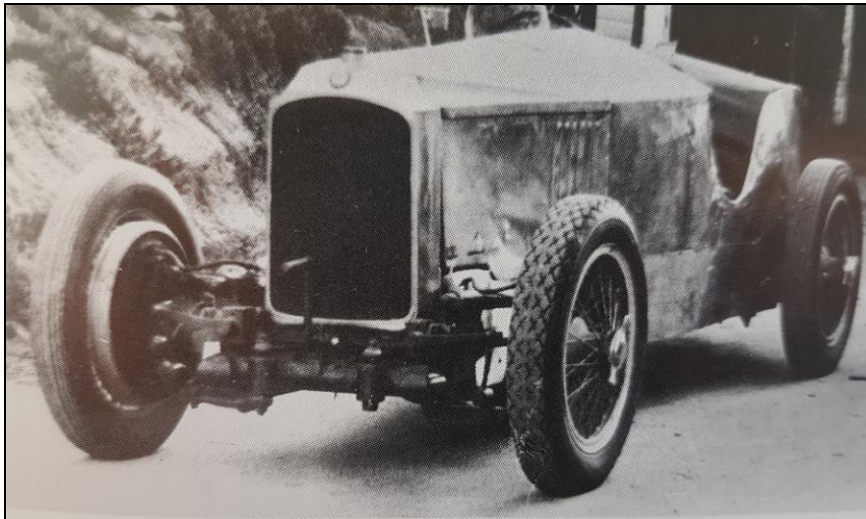
Bill Chadwick driving "The Special"

Bill used the radiator, engine, steering box, engine, firewall, clutch, gearbox and diff from the wreck and made up a special which is now known as "The Drainpipe Special". Bill once told Richard Walton and I that he did not name the car the drainpipe special and it he always referred to it simply as "The Special".

As the chassis was beyond repair Bill used two long pieces of steel tubing as well as the front end out what may have been a Blitz truck although this has never been confirmed. This car went on through a number of phases in its life with the chassis once being fitted with an Hispano aero engine however finally the original OE121 parts as listed above were finally used in a new chassis by Julian

Ghosh and John Dymond and the car now lives in the UK as a replica of OE221.

The Special now lives in Queensland and the only remaining part of the original car Bill Chadwick built up is the front end as the original round pipe chassis rails were beyond repair and new ones installed in the rebuild. The engine is a D Type crankcase with 23-60 gear box and what maybe a replica rear end.



The Drainpipe Special with body installed

The two photographs below are of Ray Moores 23-60 OD759 when it was owned by Peter Thorne in Victoria. The first photograph was taken in the mid 60's when the car was at Rutherglen.



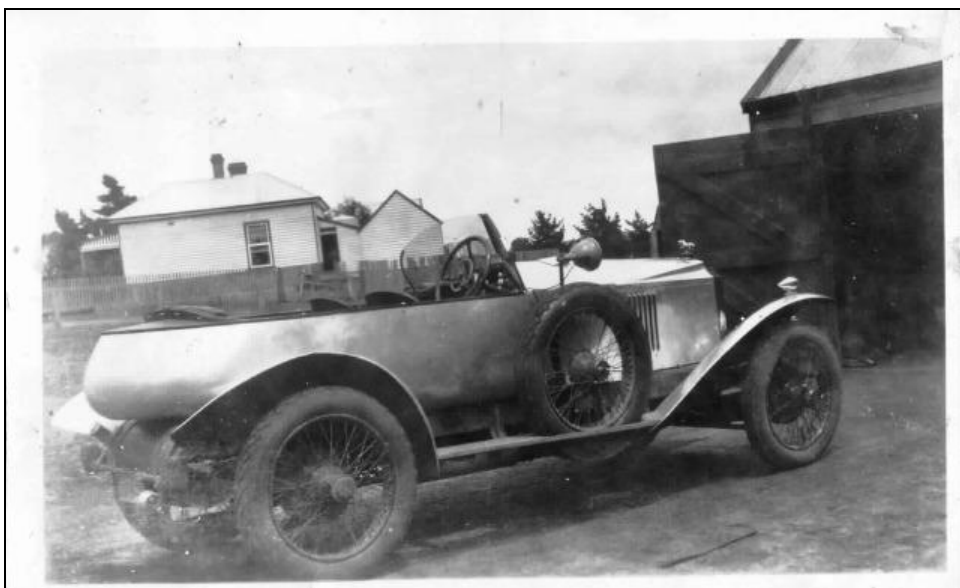
OD759

The second photograph was taken a couple of years later with Peter at the wheel and his father sitting beside him.



OD759

The photograph below is of the Barlow Motors in Victoria 30-98 fitted with a Wensum body. If there are any Victorians who know where this photograph was taken or more information about it I would be happy to hear from you and print as a follow up.



Barlow Motor's 30-98 chassis number unknown

I brought the last of the heavy Vauxhall parts back from Jeff Wolfgang's property Mayland in Denman on Friday 21st August.



I continued travelling up to see Jeff Wolfgang on his property Mayfield usually once a fortnight to help him put the 23-60 together ready for transport to the Denman Historical Museum. As I previously mentioned Jeff would not sell the 23-60 so I thought the next best option was, though I dislike Vauxhalls going into Museums, was to help him gather all the parts that he had collected over the years and work with him to put the car together and that way it would not end up going for scrap.



Front gate of Mayland in Denman

Jeff bought a large collection of Vauxhall parts from Les Owen in Tamworth N.S.W. and that would have been 40 – 50 years ago. Les Owen was a scrap metal dealer in Tamworth and over the years had collected as many Vauxhall parts as he could find. He commenced the restoration of a 23-60 and got as far as cleaning and undercoating the chassis.



23-60 chassis hanging in the garage at Mayfield

For some reason Jeff's 23-60 became known as OD100/OD102. I can't find out why this happened as Jeff could not recall ever seeing the firewall or chassis plate when he bought the collection. There is no doubt the engine is definitely OD102 however, looking closely at the chassis, I believe it could be an early D Type. The holes in the front dumb iron are drilled for the headlight gimbals on the side and not the top, the flares to the front dumb iron are bolted to it, the running board brackets are very early and there are holes drilled on the off side of the chassis rail for the fuel filter. Also, the sub-frame is not drilled to mount the generator bracket, so the chassis could be an early car which pre-dates electric lights.



There were enough parts to build up the 23-60 as a complete chassis and the photographs above were taken recently and it is now just about ready to move to the Denman Historical Museum.

Anyhow, the final wash up is the car is made up of all genuine 23-60 parts and though not all from the same 23-60 I guess my mind is eased a little now knowing this car I helped Jeff put together is a composite car made up of genuine 23-60 parts on an unknown chassis. The parts have now been saved and it certainly looks a lot better than when we first saw the pile of bits under an old water tank and sheets of iron in the paddock on Mayfield on the 16th January 2020.





The period photograph below appeared on the Vauxhall facebook page and depicts a 1922 or 1923 26-30 and with the number plate XO-6?94. Dave Kirke (UK) advises the car is registered in London. Unfortunately Dave could not identify the car.



Unknown 23-60 in the UK

The photograph below is by courtesy of Peter Ransom the new editor of the Vintage Car Club of Queensland and is an M Type 14-40 as it appeared in their Club's magazine.



J J "Jim" Cadden (left) is congratulated in Brisbane in June 1932, by Mr. D. Amos of Eager & Son. Mr. Cadden had just completed a 20-day trouble free drive of 3,650 miles from Perth to Brisbane via Adelaide and Melbourne. According to an article in the Courier-Mail, the Vauxhall 14-40 averaged 25mpg, which seems pretty good to me, given a not-new car and the road conditions he must have encountered.

FOR SALE.

John Kent's son Thurston has the following 14-40 parts for sale. Interested buyers should contact Thurston direct.

Vauxhall 14/40 parts for sale:

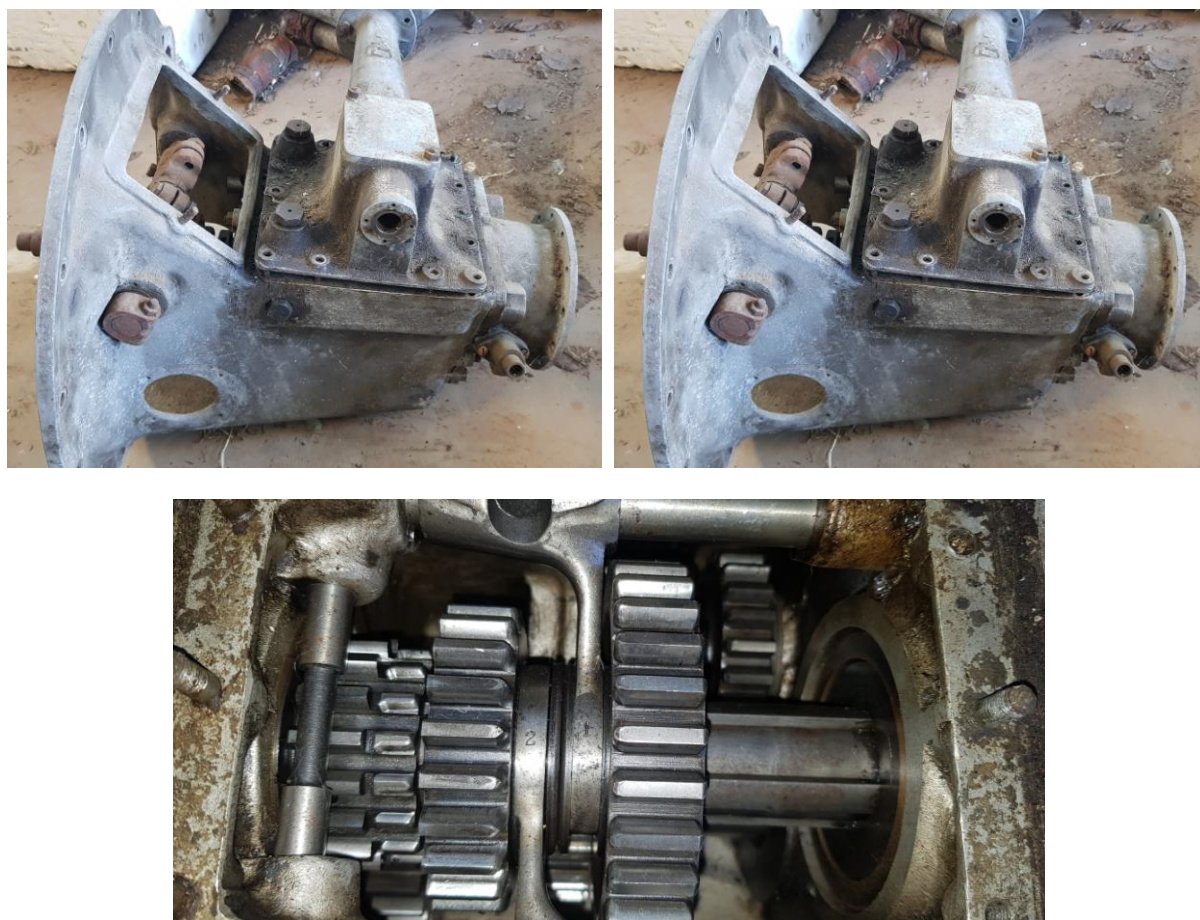
Complete M type engine, less mag and carb. \$1250

3 speed M type gearbox. Missing clutch inspection/adjustment cover and reverse lockout. \$600

Other spares include LM heads, counter-balanced cranks, LM sump, blocks, flywheels, clutches, short radiators, autovac and more.

Contact Thurston Kent either email: andor86@gmail.com or mobile: 0438 329148





That concludes this issue of the February newsletter and my thanks go for material from Peter Ransom, Mark Wakeham and Robyn Thorne.

I guess with the cancellation of the Vauxhall Rally at Beechworth this year we now have our fingers crossed the Covid-19 virus abates and will have gone away for the rally to proceed next year.

Cheers.

Dave Stuart.

Mob: 04 2828 2360

Email: tubby2360@gmail.com