

A - D VAUXHALL REGISTER

AUSTRALIAN NEWSLETTER

APRIL 2022

Hello Everyone.

Peter Ransom the editor of the Vintage Car Club in Queensland recently emailed me with a query from one of their Club members as to any information known to the Vauxhall fraternity about a Claude Barron who raced as 30-98 in Queensland.

Hi Dave,

Another very interesting issue!

I have a little challenge for you. VCCQ Secretary Henry Hancock will have the following published in my next issue, this Friday 12 August.

*Surprisingly as I thought members of our club knew everything vintage, nobody has come forward with information on **Claude Barron** who drove a **Vauxhall 30/98** to the fastest time in the 1937 Mt Gravatt Hillclimb, as mentioned in my last report. I think it's worth asking again, does anybody know of him and the car?*

Henry Hancock
VCCQ Inc. – Secretary

The Mt. Gravatt mentioned is here in Brisbane. Maybe somebody in your crowd knows about CLaude?

Cheers..... Peter R.

Richard Walton emailed me with the following information which I passed on to Peter in Queensland.

Tubby.

Claude Barron raced OE 247, originally a Wensum .It was burnt c1930. He competed in QLD at 1934 Clear Mountain, RACQ quarter mile Mutletown, 1935 Whites Hill and Mt Cootha, 1936 Woody Point and Mt Gravatt, 1937 6 day RACQ tour, 1939 Rosewood track. Claude Barron owned a Garage at Kedron Brisbane.

Cheers Sticky

OE247 is now owned by Wayne Merton of Dural in N.S.W. and remains in very much the condition it was when he purchased it from Ken Sage.

Murray McDonogh sent me the two photographs below and they were taken when he and John Giddy went down to Ken Sage's property out of Nimmitabel in N.S.W. to pick up a 30-98 OE247 that had languished for many years in the shed beside the barn.



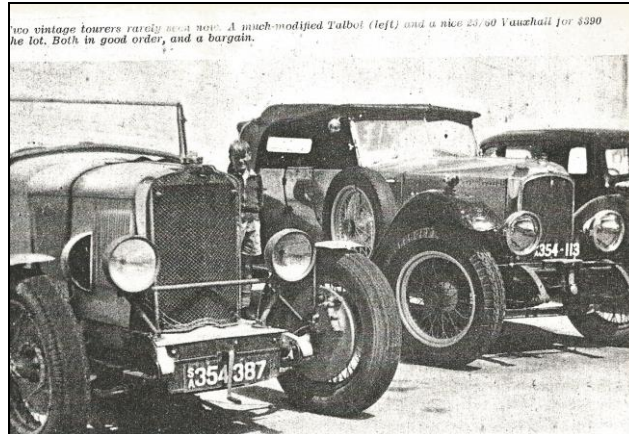
Barn at Ken Sage's property in Nimmitabel N.S.W.



OE247

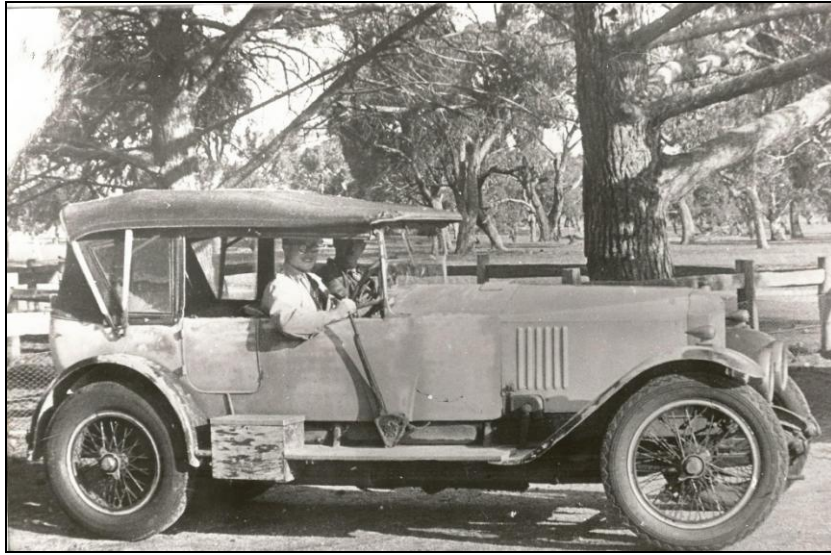
OE247 was originally fitted with a Wensum body and when recovered from Nimmitabel was fitted with a steel framed body which Murray believes was fitted to the car by someone in Sydney prior to Ken Sage owning it.

Photo taken below is of Dave Kirke's UK 23-60 OD854 probably taken in the 60's when it lived in South Australia.



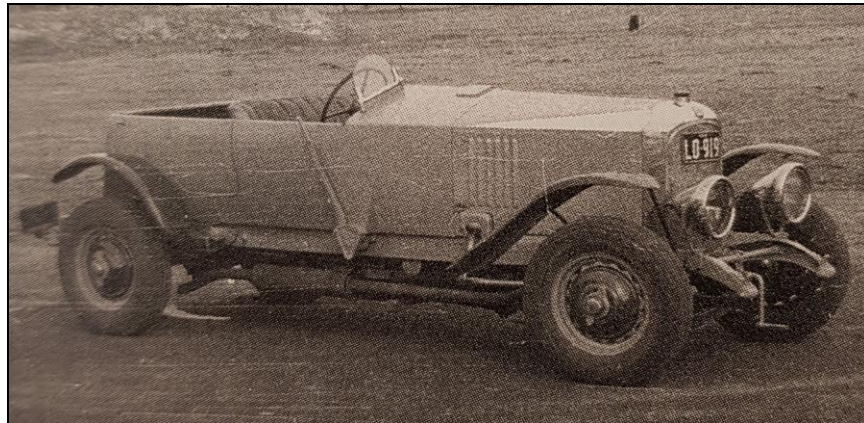
OD854

The photograph below is of OE13 taken in May 1946 when V.S.C.C.A. members Bob Pritchett and John Crouch retrieved it from the property Wollogorang between Goulburn and Collector N.S.W. John had bought the car for 65 pounds and drove down to Wollogorang with Bob in John's Chevrolet ex world war 2 staff car. As Bob reported they cleaned the plugs, put water in the front hole, petrol in the back hole and oil in the middle hole. They then tried to crank the car however ended up towing it with the Chevrolet for about ten feet and it fired up.



OE13 with Bob Pritchett driving and John Crouch

It is believed that OE13 may have been the first overhead valve 30-98 to come to Australia with early features showing no cut away in the drivers side to give access to the handbrake as well as no external door handles. Also the E Type battery box mounted on the running board. The hood also is not of the original Rotax brand fitted to Vauxhalls however the car looks thoroughly original. Interestingly, Bob and John took a set of short splined wheels down to Wollogorang with them and fitted them to OE13 and reversed the knockons to secure the wheels to the hubs. They drove the car back to Sydney however shortly after as John already owned OE121 he sold it to the Durhams who lived at Doonside near Sydney. In a letter Bob Pritchett wrote to Tim Carson, Secretary did of the Vintage Sports Car Club U.K. Bob writes “this character did dreadful things to her such as fitting Ford V/8 wheels to it, cutting off the bath-tub back and fitting a straight back panel and finally threw away the engine and fitted an Oldsmobile Eight. So the engine went into OE113 (actually it was OE112) and the owner of what had been OE13 passed beyond our pale for several months”. OE13 was later broken up for spares.



OE13 when owned by the Durhams

OE still exists with the following parts helping to keep some 30-98's in Australia on the road. The complete chassis is believed to be under OD244 as well as OE13 differential with the gear box in OE107. The original chassis plate for OE13 was used in the restoration of OE121. Bob Pritchett also wrote later the original dash pump was used in a "special" track car.

So that's the story of the undignified end to such a lovely barn find.

The photograph below was taken in front of Don Wright's (OE121) workshop at West Pennant Hills in Sydney. It was taken following Don's death when the Vauxhallians and friends gathered at the workshop to have a last drink for Don before the sale of the house and workshop which was ear marked for demolition. Don built the workshop shortly after he returned from the second world war and continued on his business until he retired.

The workshop played a significant part in the history of the Vintage Sports Car Club of Australia, the Lancia Car Club and in latter years the Vauxhall Register when Don restored his 30-98 OE121.

Those in the photograph from left to right are: John Wilson OE279, John Millhouse (Don's first apprentice) Peter Ward OD Harry McBeth, Jim Weir OE169, Richard Walton OE53, Brian Hawke Lancia, Dave Stuart OD494, Ray Long Lancia, Phil Kinsella OE239 and Lancia, Greg Mackie OD592, Tony Kovacovic Lancia, Brian Lewis Lancia, Alan Shepherd and Bill Smith both Lancia.



Some more photographs below from the archives of The Vintage Motor Club N.S.W.



*Photo taken on an event The Vintage Motor Club was mooted
John Mulheron owned the 14-40*



1959 Oatlands House Concours OE56 and Les Robinson's 23-60



1960 OE239 - OE131 - OE176 & Kate Dunbar's Star



1960 The Oaks hillclimb OD949



1972 Mountain Rally OD966



Laurie Ogle OD966 Kemps Creek 1973

George Seymour sent me the photographs below believed to have been taken at Amaroo N.S.W. in 1985. I see some serious oversteer or sliding.



Noel McIntosh D209



Nigel Price C94



Wayne Merton OE95

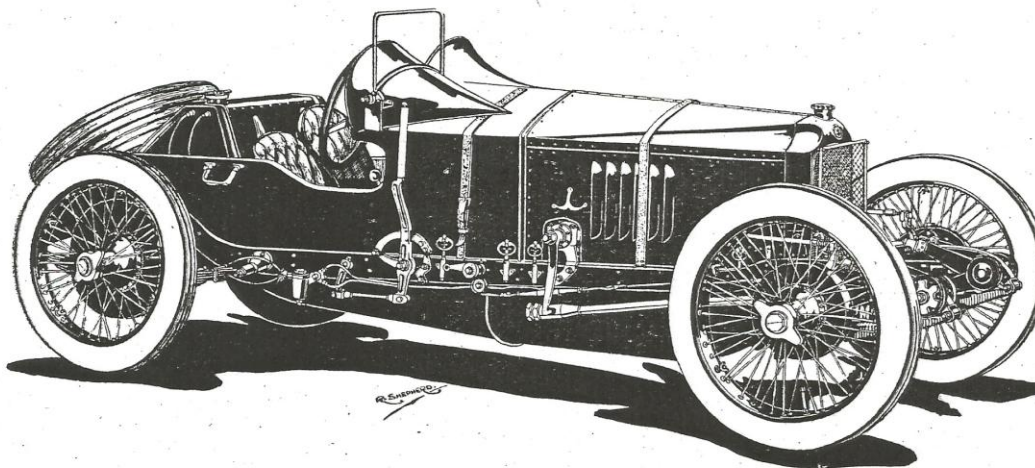


Richard Worboys OD730



Richard Walton M1028

Below is the final Bob Shepherd article on the 1922 T.T.Vauxhall.



Racing Cars Through the Years

No. 57—The 3-litre T.T. Vauxhall, 1922

(By R. SHEPHERD)

THE story of how these three cars were designed and built especially for the 1922 Tourist Trophy Race with 3-litre engines when the International Formula of the time laid down a limit of 2-litres is too well-known to repeat. Only that it comes from such an authoritative source as the son of Laurence Pomeroy, who was with Vauxhall's for many years, many would find it incredible that a company which had been building racing cars for many years could construct a set of such cars in ignorance of a fact which was well known to each of thousands of readers of "The Motor" and "The Autocar" to name only two sources of information.

Be that as it may, the fact remains that the cars were made, and they also had 3-litre engines. They were driven in the T.T. by O. Payne, M. C. Park and E. Swain. Payne finished 3rd, but the other two cars were not to complete the course, one suffering from a broken big-end-bearing roller and the other from a seizure due to a broken piston skirt. However the cars were to have an amazingly successful career later in life, one example being eventually developed into the Vauxhall-Villiers, which, in its 1930 guise, had an estimated speed of 150 m.p.h. The 1922 T.T. Vauxhall has lapped Brooklands at 108 m.p.h. and covered a kilometre at 111.85 m.p.h.

The engine can be considered as perhaps one of the most remarkable of all time, due to the fact that it remains, even today, as probably the high water mark in automobile engineering as regards mechanical efficiency. The layout of the engine resulted in abnormal mechanical efficiency and Laurence Pomeroy puts the figures under this heading as over 80 per cent. at 3,000 r.p.m. and still 78 per cent. at 4,500 r.p.m. These figures still remain outstanding 33 years later.

The engine was designed by Dr. H. R. Ricardo and was a four cylinder type with the cylinder block cast in light alloy and the cylinders themselves being cast iron wet liners deeply spigotted into the crankcase. The water spaces round the cylinders were made very shallow and the lower section of the water space was sealed from the upper and contained only stagnant water. This was to lower friction losses by keeping the cylinder temperature up and the oil thin. Two separate cylinder heads were used and were made in hard bronze with the valves seated directly therein. This layout was eminently successful. There were two inlet and two exhaust valves in each cylinder—(8 per head)—and they were placed at an angle of 90 degrees and operated by two overhead camshafts per medium of rockers and tappets, the camshafts being driven from the front end of the crankshaft by a train of straight-cut gear wheels each mounted in two ball-bearings.

Pistons were naturally the Ricardo slipper type and had only two rings each, the connecting rods being H section, balanced and machined and having two cooling fins around each big end. These latter bearings were solid double-roller type with bronze cages and this naturally meant a built-up crankshaft. This was done by employing plain pins with the forged crank throws shrunk on, the flywheel being in the centre of Nos. 2 and 3 cylinders. The main bearings were six in number and were all ball bearings.

A single twin-choke type Zenith carburettor was used, and it drew warmed air across the crankcase. The inlet manifolds were designed to provide separate tracks for 2 and 3 and 1 and 4 cylinders—they were on the offside with the exhaust pipe on the nearside. One plug per cylinder was used in

the centre of the heads and was fired by coil and battery, but no dynamo was fitted, the battery sitting on top of the gearbox. Threaded holes were provided for two more plugs per cylinder—one on each side—but were not used. Pump cooling was used, with external pipes between heads and block (a la 12/50 Alvis), and the lubrication was by means of two oscillating plunger pumps and jets for the big-end and main bearings. Suitable piping ensured the complete lubrication of all units of the valve gear. The oil pumps and the air pump for the brakes, also another air pump for the rear fuel tank, were all driven from the front gear train.

Compression ratio was 5.8 to 1 and the ultra-rigid crankcase was very deep and in two halves. These were connected by internal nuts and also by long through-bolts which tied the whole engine up in an exceptionally rigid fashion. The shallow alloy sump was then attached. Bore was 85mm. and stroke 132mm. giving a capacity of 2,996 c.c., and 129 b.h.p. was developed at 4,500 r.p.m. Wheelbase was 8ft. 11ins. and track 4ft. 5ins., the cars weighing 22½ cwt. unladen, and having a maximum speed of around 115 m.p.h. Two distributors were employed in the ignition layout.

The clutch was a multi-plate unit and the 4-speed gearbox was in one with the engine, with right hand gate change. Ratios were 9.4, 6.5, 4.65 and 3.75 to 1. Open propeller-shaft and bevel-drive rear axle were normal type of units and the channel-section chassis frame was upswept both front and rear, the suspension being by semi-elliptics front and rear, the front set having binding around them. Shock absorbers were large friction type, with four sets in front. Straight-sided tyres on Rudge knock-off wheels

were used and security bolts featured on each wheel—tyre sizes were 820 x 120 at the rear and 810 x 90 at the front. The chassis was the work of Mr. C. E. King. No differential was used in the rear axle.

Brakes were on all four wheels, the front ones being much smaller than the rear and were operated by cables and rods—the front brakes were expanded by the pedal and the rear ones by the large hand-brake. A most unusual feature was the air servo system which consisted of a small lever in the centre of the steering wheel which let air into a cylinder between two pistons which were connected to front and rear brakes respectively. Thus the driver, on approaching a corner, could operate this lever and have his brakes applied while both hands and feet were free. Naturally it called for good judgment, but the design was for competent drivers and was most successful.

The body was a simple 2-seater with rear angular fuel tank and two spare wheels behind it. It had two large conical wind-deflectors on the scuttle and the whole ensemble was one of the best looking cars of the period in the stark manner. In the T.T. the cars used attractive mudguards over the front wheels. The first experimental car had a different shaped fuel tank (with the filler on the near side), and Mr. Pomeroy has stated that the cars first had all-cable operated brakes which were changed to the cable-and-rod layout later, which reversed the motion of the front levers to obviate the servo action of the front axle applying the brakes harder. Yet the picture of the first car in Ricardo's book, which is obviously not 100 per cent finished, clearly shows the later rod-and-cable layout. Perhaps Mr. Pomeroy would care to comment on this.

Euan Coutts (OD793) has recently overhauled his 23-60's fuel gauge and in doing so made a new float from a nylon material called Nitrophyl. This is a very light material and the new float came in at the same weight as the original brass one and is working well.



Gauge face cleaned and arrow painted



New Nitrophyl float

Neil Heilbrunn sent me some photographs of the family celebrating E366's 80th and 100th birthday. For the 80th candle blow out the cake was covered with spots of black soot from the exhaust however for its 100th birthday the cake was covered in plastic for the candle blowout.



E366 blowing out the candles on 80th birthday cake

Daughter Jane holding the cake 1981



Daughter Jane again holding the cake 20 years later

E366's 100th birthday 2021



Neil and family celebrate E366's 100th birthday

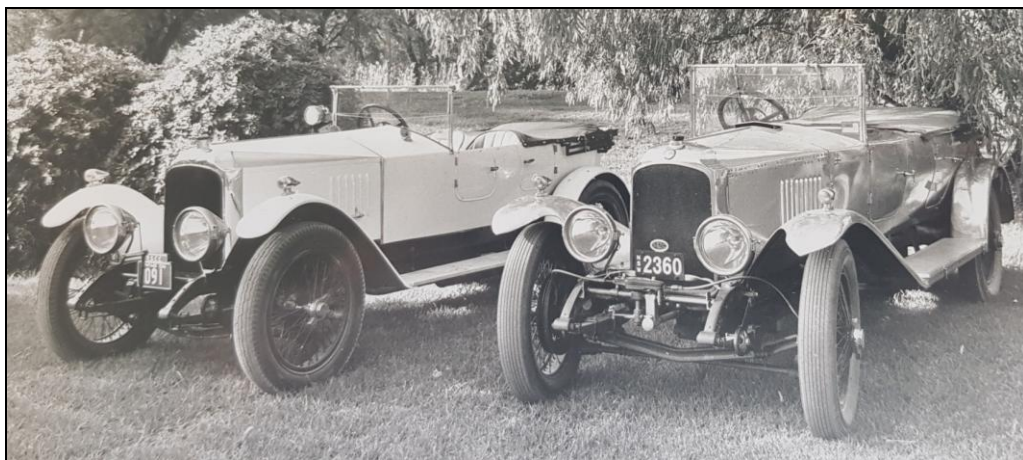
In 1998 the N.S.W. Vauxhall Register held a week long rally that ventured north into Queensland as far as Goondiwindi. This rally was written up by Graeme Peters who navigated for Richard Walton in our 23-60 OD233. At the time Graeme was the editor of the Vintage Motor Club of Queensland's magazine and he referred to the rally as the 'Watford FO4 Rally'. The reason for this being Mary and I were in Gunnar Sundell's E Type E328 and we were plagued with magneto problems and borrowed and bugged at least three magnetos lent to me along the rally. The following photos were taken on the rally.

The photo below shows yours truly changing a magneto at the motel in Glen Innes. You can see that I was ably supported by, from right to left, Brian Boardman, Murray McDonogh, Graeme Peters and Ron Adams all looking on in sympathy.



A further magneto change took place at the motel in Goondiwindi as when I went to start the E Type to leave I found the magneto locked solid. In the heat of the previous day the winding in the magneto had melted when I pulled into the motel and locked the magneto solid. This called for another magneto to be donated to keep E328 on the road as we were heading off south for home.

Photo below shows E328 and OD233 at Will Kirkby's cotton farm in Moree. At the time Will owned John Giddy's old 30-98 OE116.



E328 and OD233 at Will Kirkby's properties in Moree

Photo below shows a comfort stop at the pub in Coolah allowing cars and drivers to cool off.



OD233 - OE188 - E328

The photo below shows a few of the Vauxhalls for a customary stop for obvious reasons outside Griffin Motors in Morpeth.



Below are some photographs taken at Oran Park Raceway in about 1988 sent to me by George Seymour.



Ron Adams in 23-60 OD739



23-60's of Max Houston in OD233 leads Richard Worboys in OD730

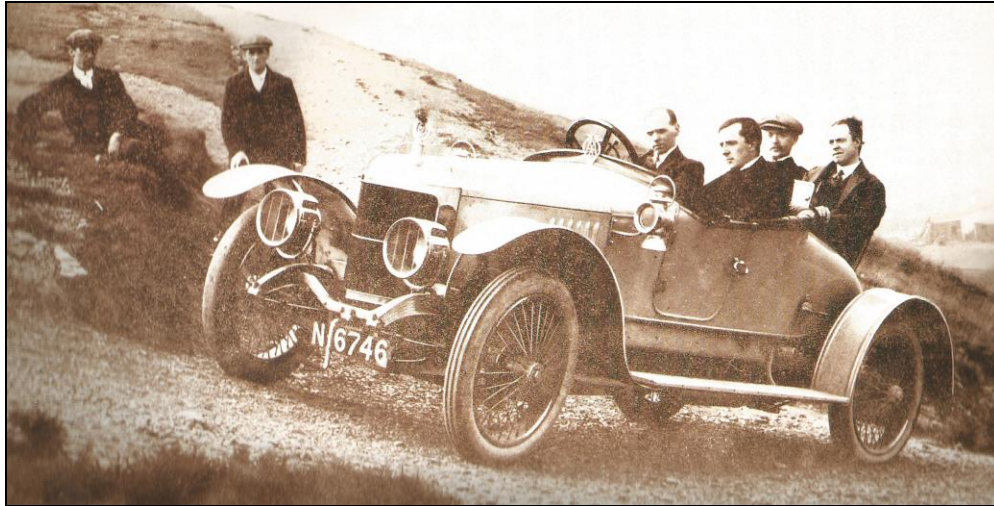


Dave Stuart in 23-60 OD803

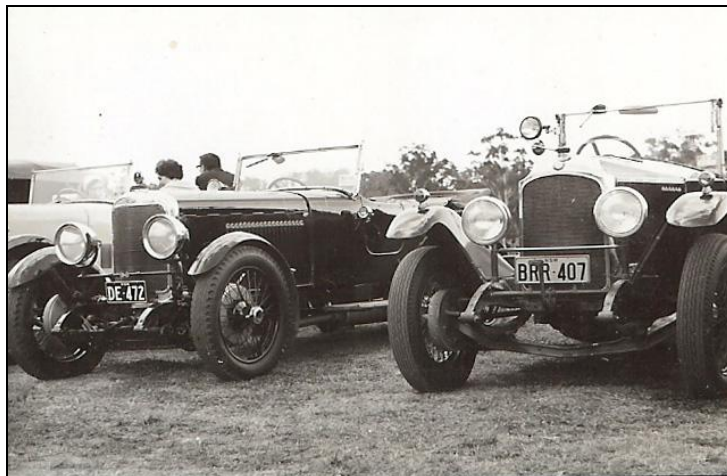


Nigel Price in Prince Henry C.94

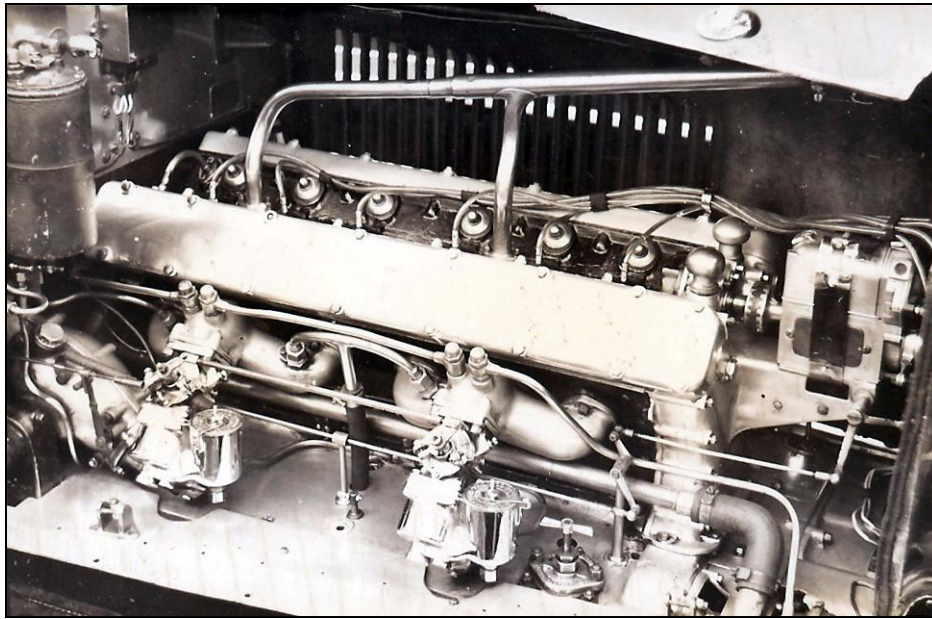
Photo below is from the Vauxhall Motors Millennium 2000 calendar and is captioned 1911 C Type Prince Henry.



Below are some more photographs from the archives of the Vintage Motor Club in Sydney.



John Giddy's 30-98 OE116 and John Ferguson's 3 litre Sunbeam



Engine room of 3 litre Sunbeam



OE56 and Les Robinson's 23-60



OE116 being judged at the concours event.

It is David Manson having a beer not Manhart

OE116 was John Giddy's 30-98 and in the photograph above you can see a rear vision mirror attached to the right hand pillar of the windscreen. John told me he liked the look of the rear view mirror when it was originally fitted to a Bullnose Morris however the owner would not sell the mirror unless you bought the car. So John bought the Bullnose Morris with rear view mirror and the mirror was then was fitted to which ever Vauxhall he was driving at the time. When our 23-60 OD494 was owned by John and had been restored, John had the rear view mirror re-plated and fitted it to the 23-60. Following John's death I purchased the 23-60 from his wife Marion and the mirror is still fitted to the windscreen as can be seen in the photograph below.



OD494

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

THE "OLD BLAGGARD"
SOFFALA .
N S W .



WHEN THEY BROKE-DOWN
HE BUILT SHEDS AROUND
THEM & THERE THEY STAYED.

This old veteran languished in a shed between Sofala and Ilford and no one seems to know what it was. Maybe it's still there.



20-60 Vauxhall owned by Cyril Stanbridge

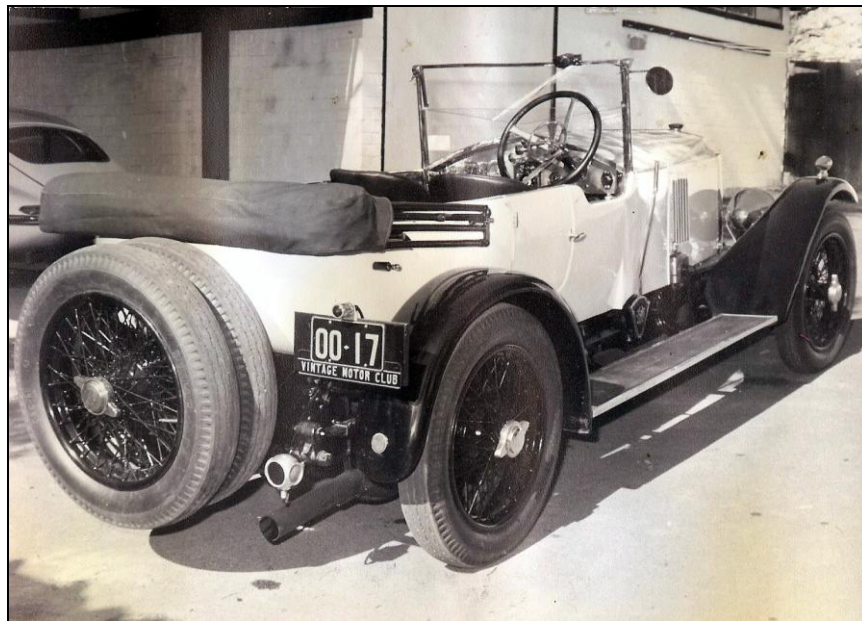


*Fire - Ron Ferguson's -
FRENCHES FOREST.*

*Ron Ferguson of Belrose a Sydney suburb had a vintage car restoration
business until the fire.*



OD949



OE85 when restored by Bob Higgins of the Central Coast



George Horosyski in his 30-98



Brian Purdue of Lismore in 23-60 OD781

FOR SALE

John Link from Victoria has his 23-60 for sale for best offer over \$88,000.00.

The 23-60 is chassis number OD556 and has engine OD779 with it however presently not fitted. John modified the 23-60 which now has a Holden grey motor and automatic transmission. The engine number OD779 partially through a refurbishment will obviously be sold with the car as well as the original gearbox and tail shaft. There are new valves and a new head out of the UK also going with the car and all new parts to complete the engine's rebuild. Also twin SU carburettors and a Watford magneto.

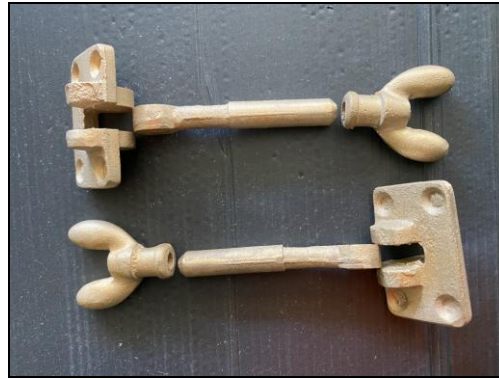
Enquiries direct to John on mobile 0419 361 237



Dave Stuart has the following castings available.



Luggage rack brackets



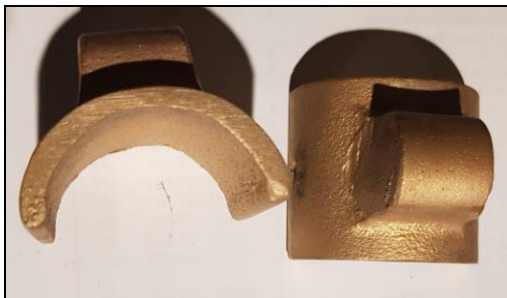
Hood securing clips



C.A.V. side light plinths



Rotax Clarion firewall mounting bracket



Early model hood rests



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.

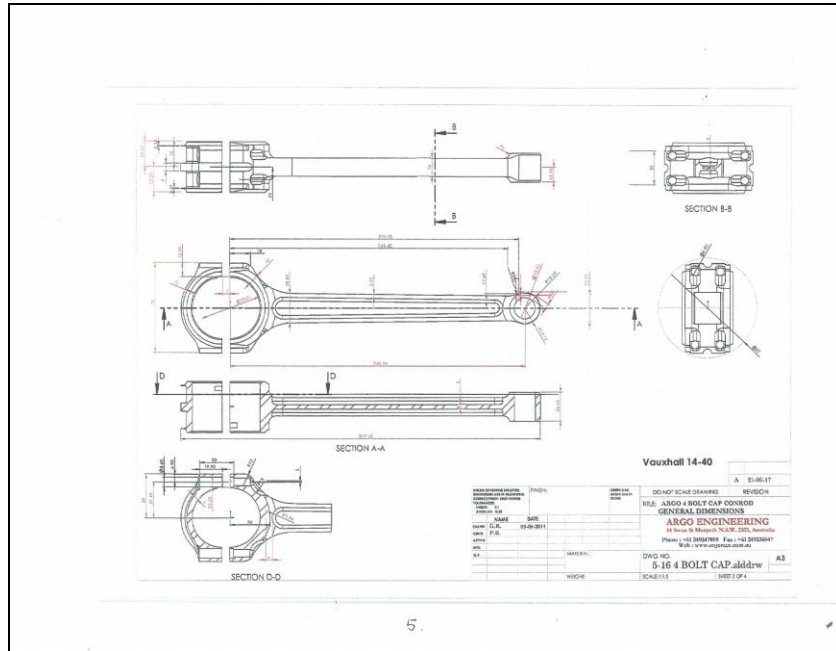
Timing chain conversion to roller chain for D, E, OD and OE models.

OE Cylinder Heads.

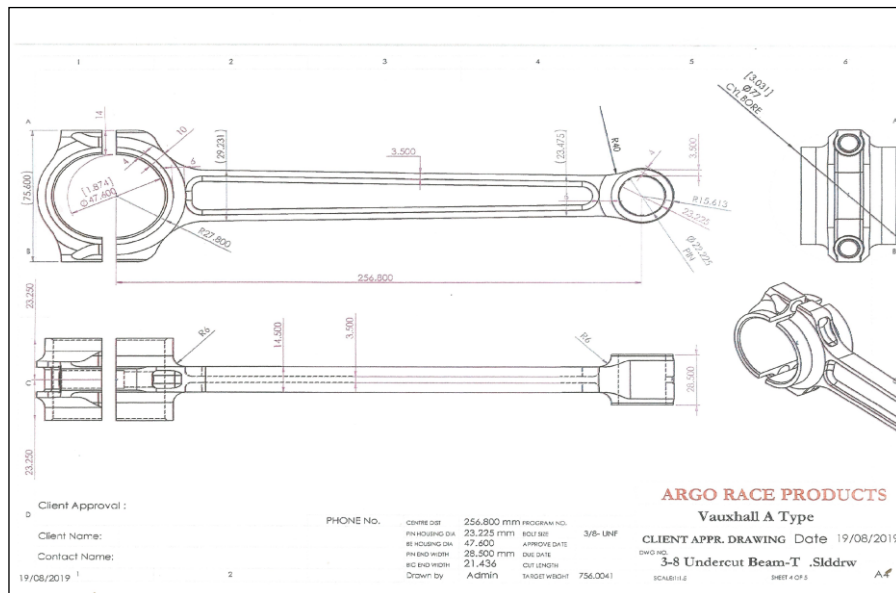
OE exhaust manifolds.

Services

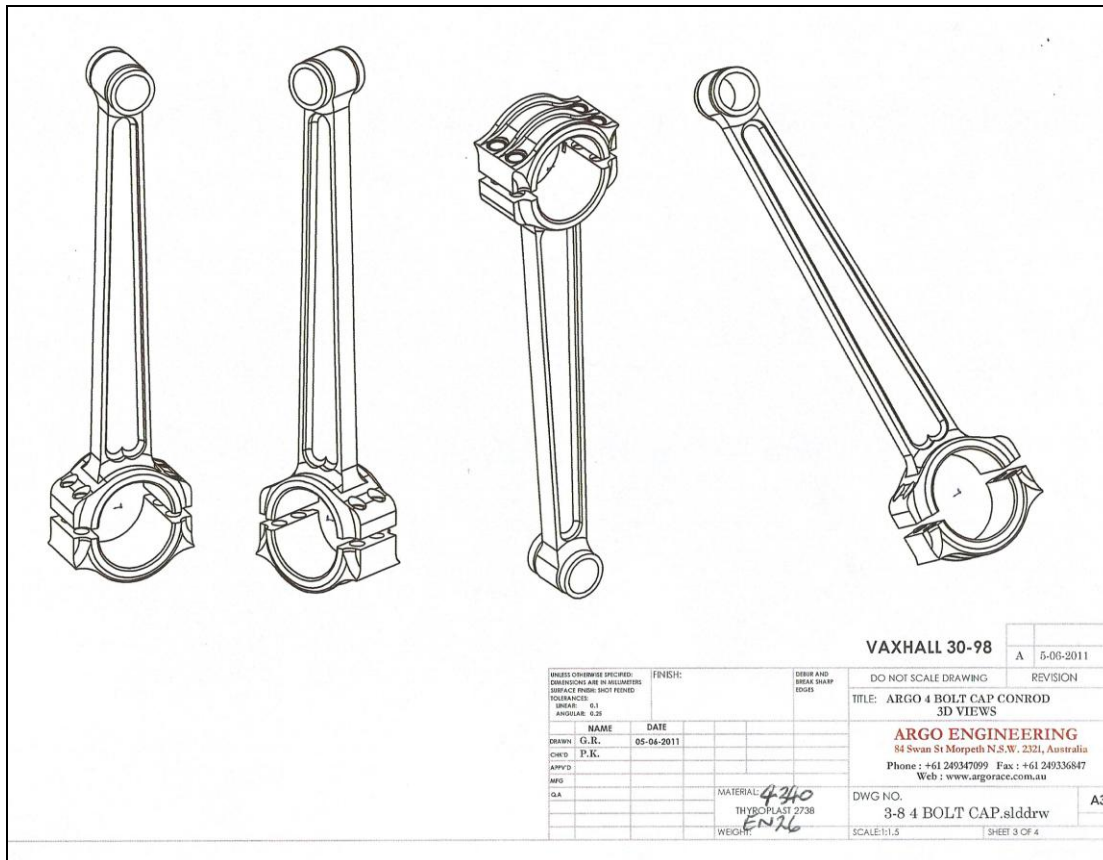
All aspects of restorations and maintenance including sub assemblies.



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.

Evan Quarmby has an original dashboard from OD588 he will part with. The dashbfoard has no extra holes drilled in it and is unmolested so can simply be cleaned and polished up for use in someone's restoration project. It is suited for a car with airfeed for the fuel and dashpump with early top wind Jaeger Speedo and clock. The original engine turning still appears on the aluminium.

Ring Evan on 0448 4244 76 if you are interested.



With the Veteran and Vintage Vauxhall rally coming up in Beechworth on the 1st May, I guess everyone is busy cleaning and fine tuning their steeds in readiness for the event. Neil Heilbrunn has "Black Bess" OE108 down in Wangaratta with John Kent having some work done on the engine and will be at Beechworth in this lovely 30-98. For those who haven't seen this car it has a long history of racing in South Australia in the 40's and 50's when owned by Laurie Vinal.



OE108 "Black Bess"

So keep working on your cars and I look forward to catching up with everyone in Beechworth.

Thanks to those who contributed with articles and photographs for this newsletter.

Dave Stuart.

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