

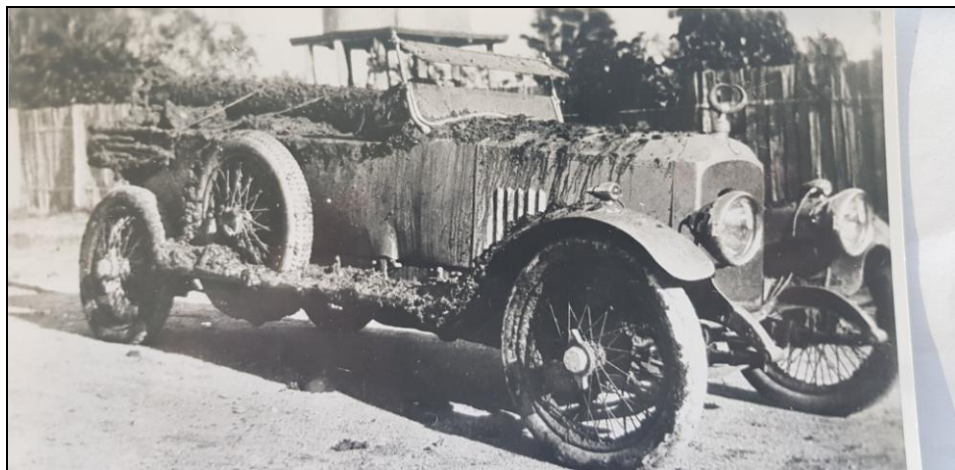
# **A - D VAUXHALL REGISTER**

## **AUSTRALIAN NEWSLETTER**

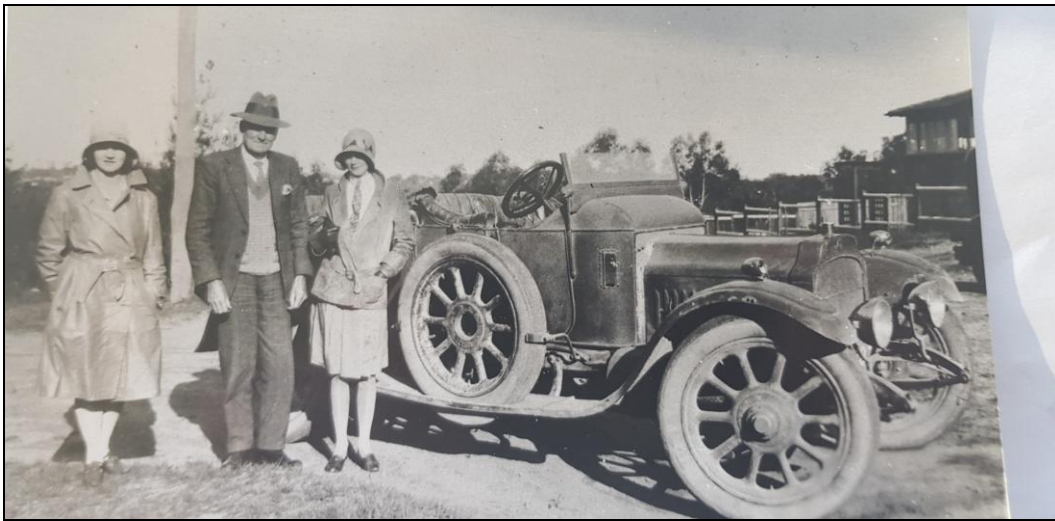
### **AUGUST 2022**

**Hello Everyone.**

**The photograph below is of a D Type with an Australian body that was on the White family property in N.S.W. The car had obviously travelled along a very muddy road probably during the wet season.**



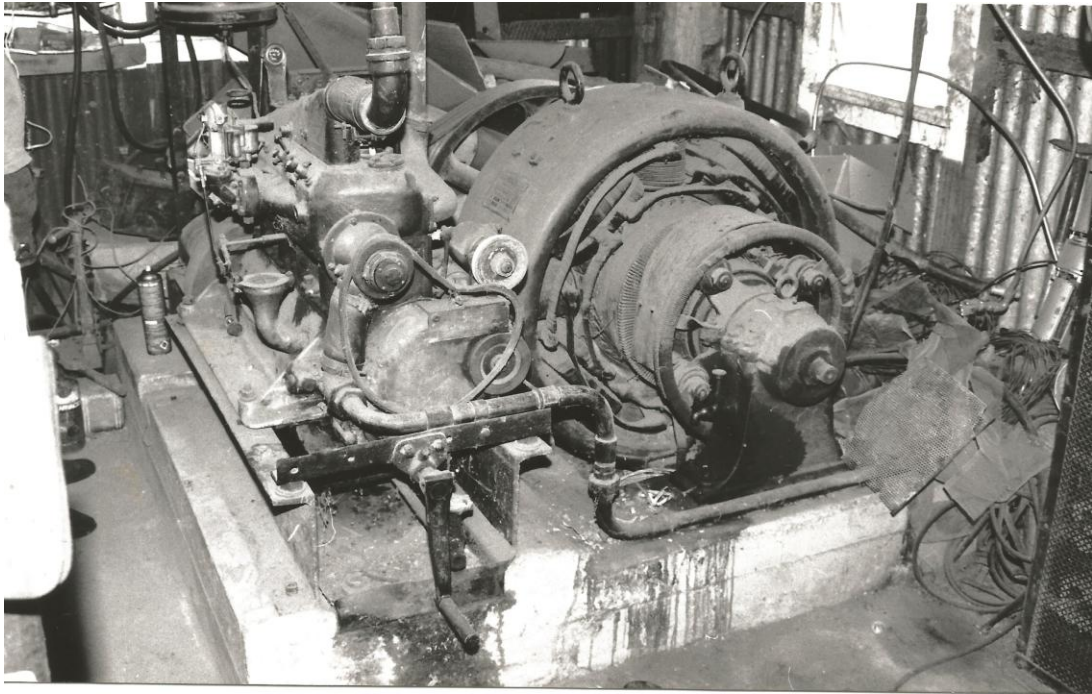
**The photograph below was taken of a Mr Saville alongside his A Type Vauxhall. Mr Saville was the manager of the Portland Cement Works near Lithgow and many parts of this car were located on a property at Glen Alice when the owner told me of the car having lived on his property.**



*Mr John Saville of Portland N.S.W. with his A Type.*

**John Giddy led a team of likely lads to the property in Glen Alice and we recovered all the parts we could find including some beneath a lamb shed as well as some in scrap metal heap at the back of one of the barns. The D Type's engine D2488A was there as well and had been set up to run a generator for the lights on the tennis court.**

**The photographs below show the engine in the shed beside the tennis court as well as all the parts we recovered from the property.**





**The photograph below is of OD1107 when I bought it in 1963 from a Peter Ward (not the current owner) who lived in the Sydney suburb of Fairfield. The car went on to be owned by John Giddy and then John Corby. Peter Ward of the V.S.C.C.A. bought the car from John Corby who had built a replica Kington body on it. Peter finished off the restoration and he has owned the car ever since. The original body was removed by John Giddy and its outcome now unknown.**

**I recall driving the car home from Fairfield to Ingleburn and as the vacuum tank was not working well we took the lid off it and filled it with petrol to get us on our way. We had to constantly stop on the journey and replenish the vacuum tank as soon as the engine started to splutter.**



*OD1107*

**Below is the car today and it has travelled many trouble free miles whilst in the ownership of Peter and Margaret Ward from the Central Coast of N.S.W.**



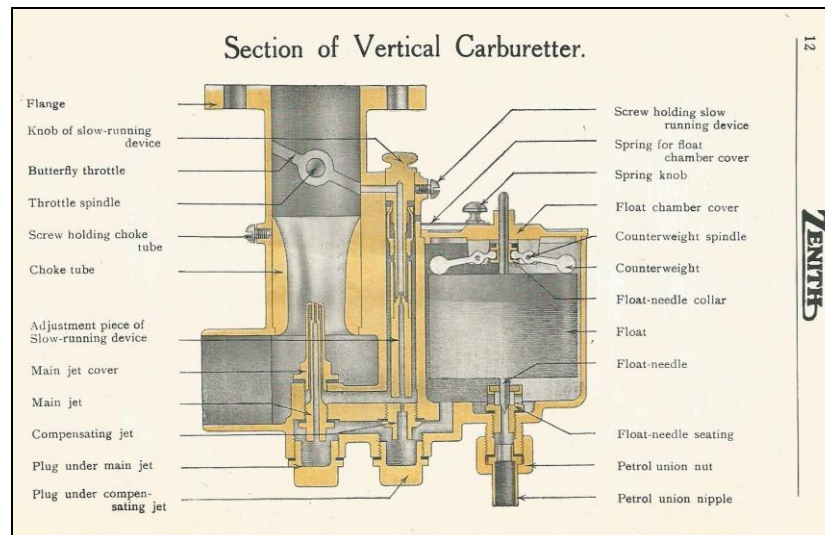
**The photograph below is of 23-60 OD739 and on the back is written 'Stuarts Point 15.3.85' This would have been when Keith Collis owned the car. Ron Adams bought it from Keith and campaigned it for a number of years before it passed on to me. I owned it for a few years and sold it to Phil Virgona who still owns it.**





*OD739 at Merimbula in April 2018*

**For those of you with a Zenith FS 42 carburettor fitted to your 23-60's engine below is a drawing of a Zenith carburettor showing all its components.**



**The photograph below shows the new batch of shot peened 14-40 con rods bolted into the shot peen carrier at Argo Engineering in Morpeth.**

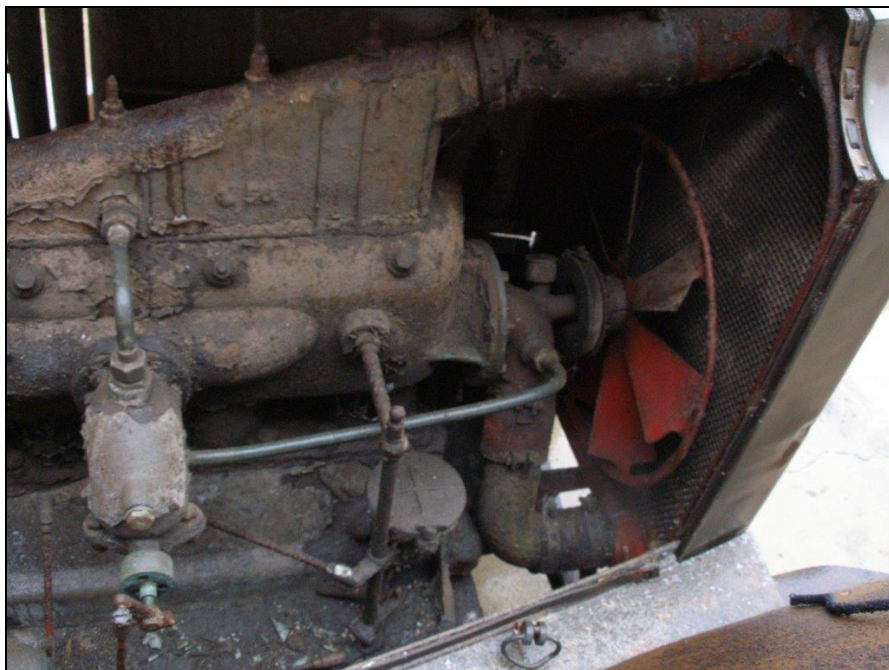




*14-40 conrods at Argo Engineering*

**Sorry for the poor quality of the two photographs below which depict the day Murray McDonogh, Richard Walton and I pulled Greg Robert's D Type D3688 out of the chook shed in Leppington near Sydney. It was a lousy day as it was raining and from memory the ground was very slippery and made it difficult to tow the D Type though we had a four wheel drive.**

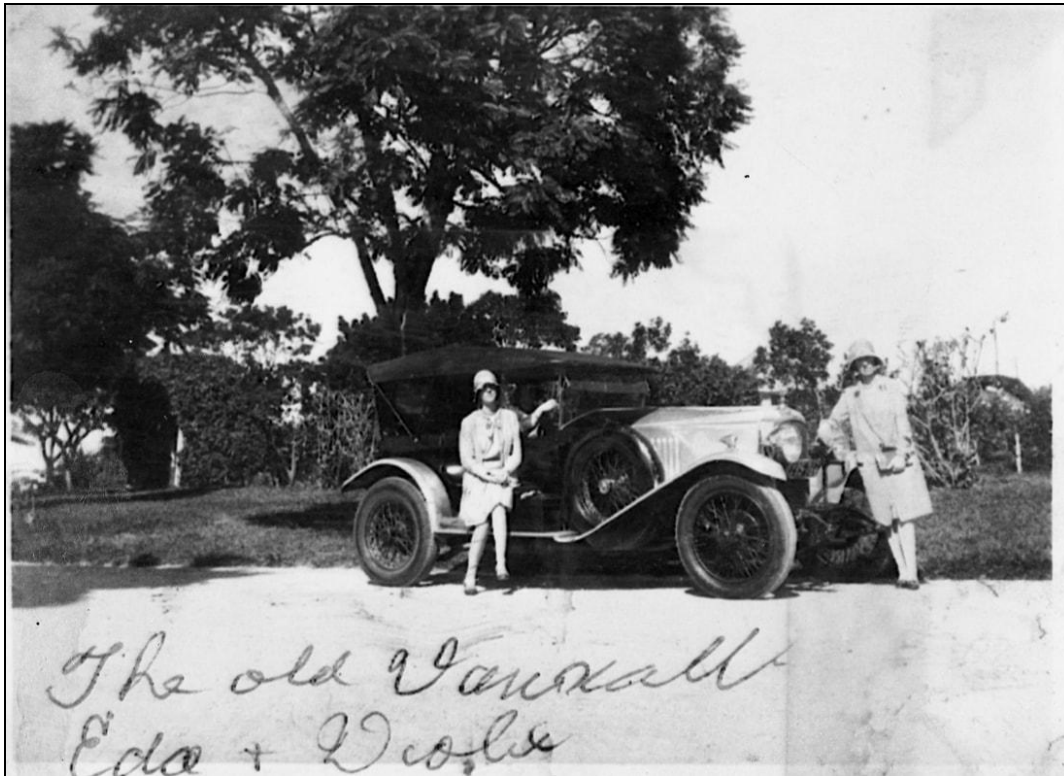




*D3688's engine*

The period photograph below has been downloaded from the 30-98 website and shows OE282 with Edna and Violet, probably dates to the 20's. Vic Nicholson bought the car in 1966 from Digger Norton in Queensland and carried out a complete restoration of the car over many years with a new body and guards. Vic lived in Burradoo in the Southern Highland, he died a few years ago and the OE is believed to be still in Burradoo.

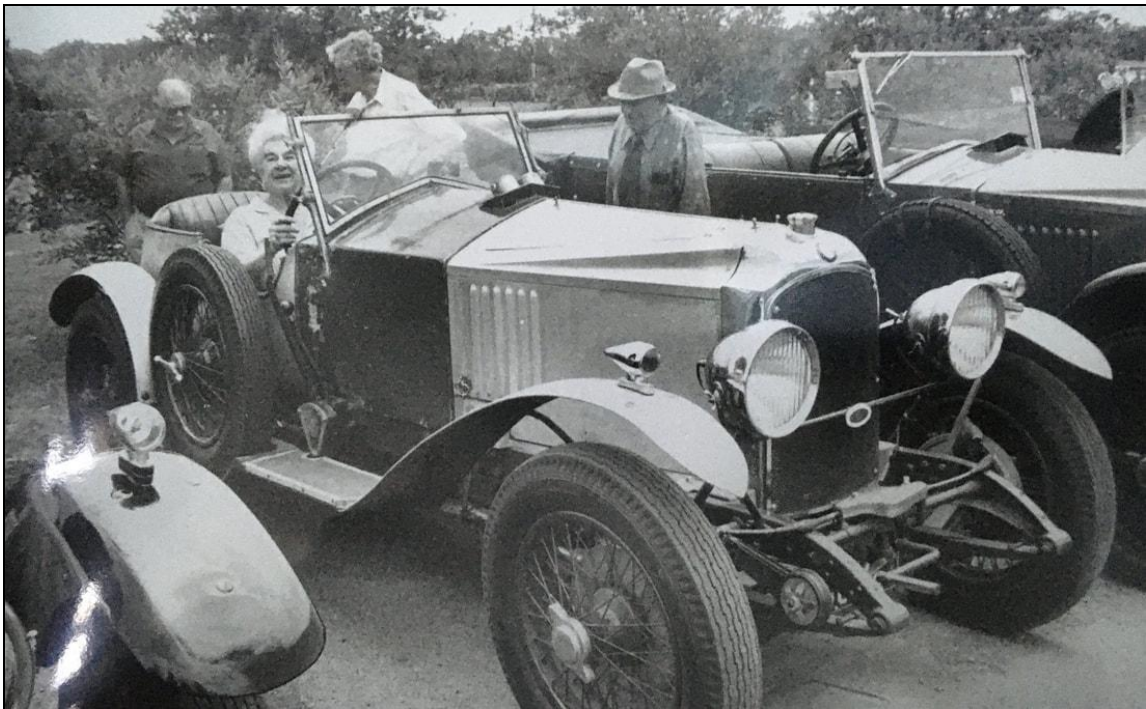




The photograph below shows Boyd Edkin's daughter Gillian Bunning behind the wheel of OE1078 known at the Presentation Car. It was presented by the directors of Vauxhall Motors in England Percy Kidner and Leslie Walton to Boyd Ekins in 1924 and fitted with a plaque above the dash with the words 'In Appreciation of Services Rendered'.

We got to know Gillian quite well and I can remember her coming along to quite a few Vauxhall events we held. She lived at Darling Point in Sydney and was married to well known Sydney architect Walter Bunning.

When her father died in 1930 Gillian removed the plaque from above the dash board on the Presentation Car and kept it in memory of her father. I recall her showing the plaque to Richard Walton and myself and asking us whether she should give it to Andrew Cannon who at the time was the owner of the car and having it restored. Our advice to her was that it would be nice to see it back on the car and it is where it really belonged. Andrew Cannon visited Gillian before she died and Andrew was given the plaque by Gillian and it has now returned to the car.

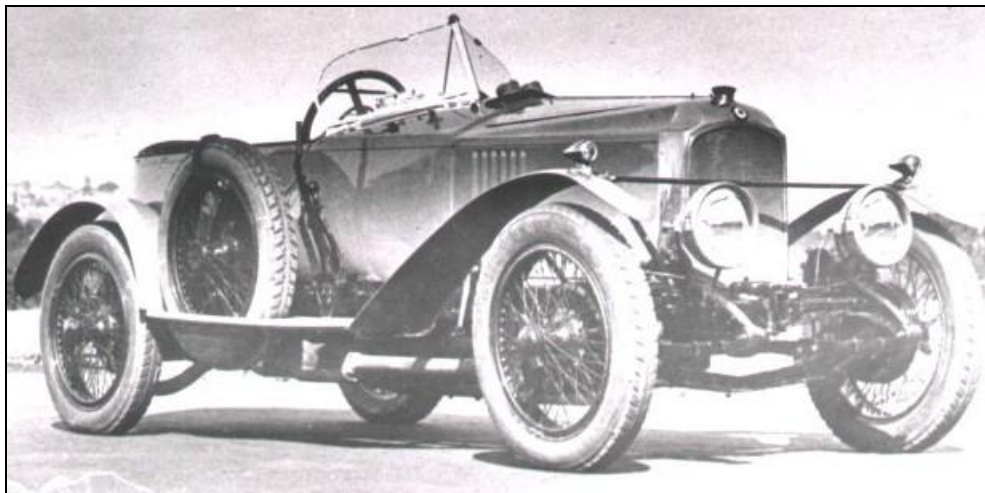


*L to R Laurie Ogle, Gillian Bunning, Alan Wilson and Geoff Collins*

*OD1303 in the background*

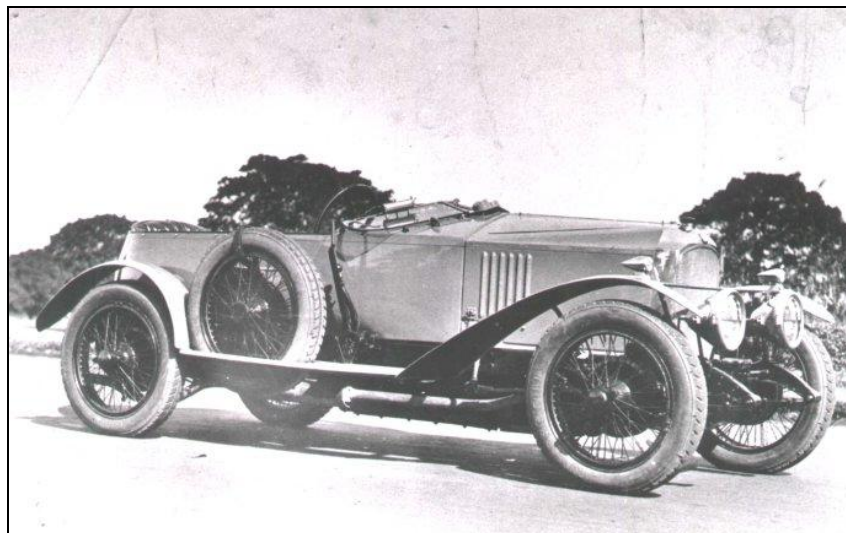


*The Presentation Vauxhall dashboard and plaque*



*The Presentation Vauxhall as it arrived in Sydney*





*Windscreen folded on the Presentation Vauxhall*

**Leigh Whitfield sent me the photograph below showing young lads posing with a Prince Henry Vauxhall which is thought to be the Noel Tischler car C10.53 which is now located in the UK.**





*C10.53*



*The only surviving Vauxhall motor cycle*

Malcolm McLaren from Queensland sent me the photographs of his D Type D3807 which was delivered new to Tasmania.



*D3807 as found by Malcolm McLaren*



*D3807 with its first body built by Malcolm McLaren*

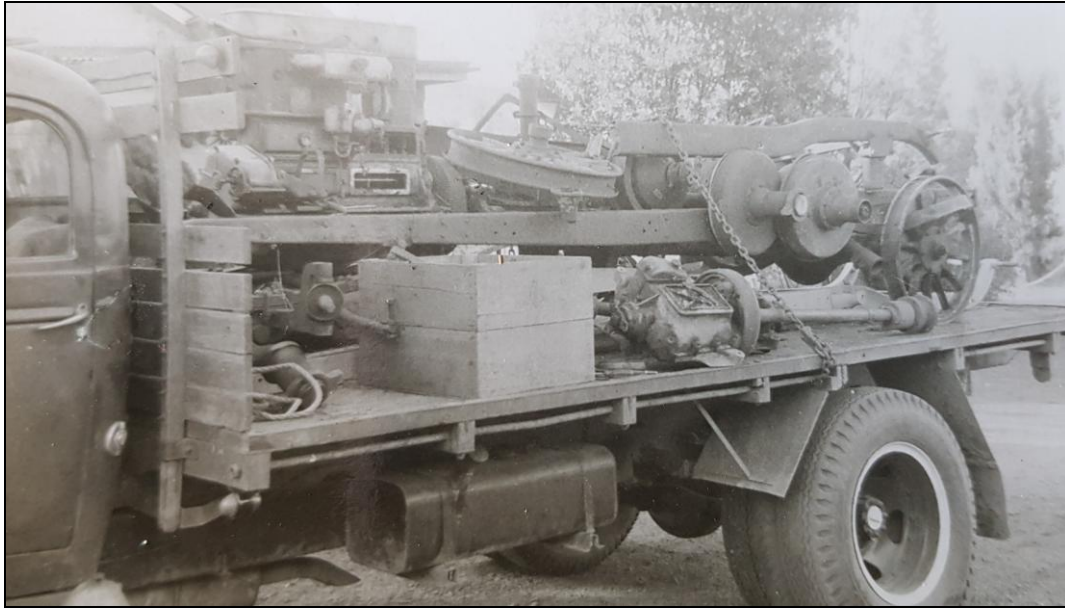


*D3807 with its present body built by Malcolm painted yellow and blade guards*



*D3807 as it presently looks.*

Jeff Wolfgang from 'Mayfield' Denman drove the farm 1947 Chevrolet Maple Leaf truck from their farm in Denman to Tamworth in the 60's to pick up the collection of 23-60 Vauxhall parts he bought from Les Owens who was the local scrap metal dealer.



*Maple Leaf truck loaded with 23-60 parts*

Typical of most farmers nothing gets thrown out and below is a recent photograph of Jeff taken in front of the same Maple Leaf truck now stored in a shed on their property.





The coloured photographs below were taken of some of the parts meticulously stored away from the elements by Jeff when he unloaded them at Mayfield on his return from Tamworth.

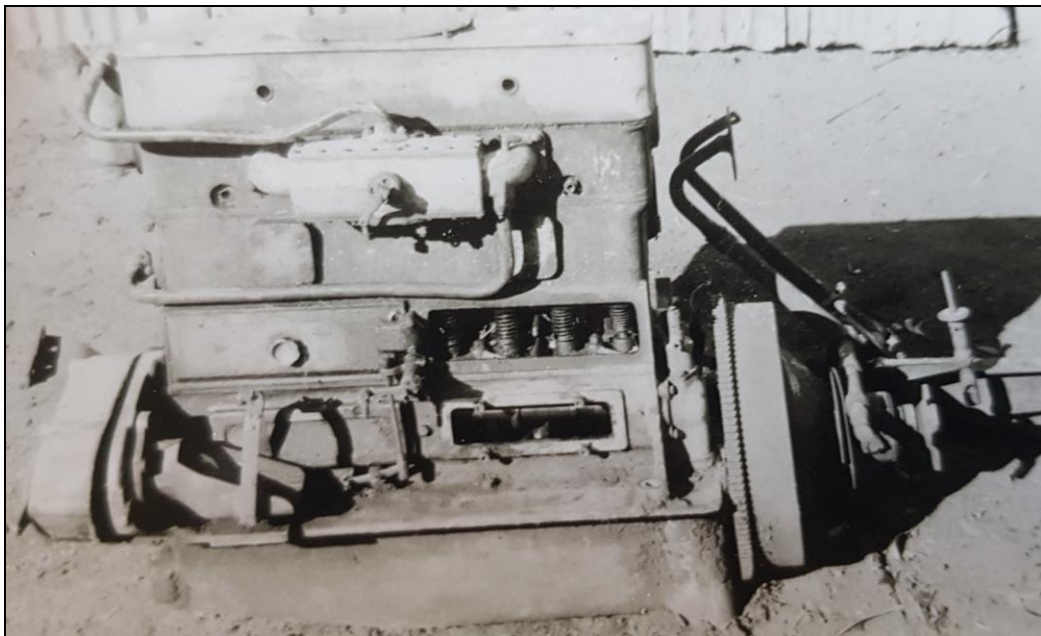


The black and white photographs below were some of the 23-60 parts at Tamworth prior to loading them onto the Mapleleaf truck at Tamworth.





*OD102 engine*



*OD102 engine*



*OD102 engine*

The photograph below is the Studebaker lorry the Mapleleaf replaced at 'Mayfield' in 1947. It is still wearing its original plate on the front with the L denoting the plate was for a 'lorry'.

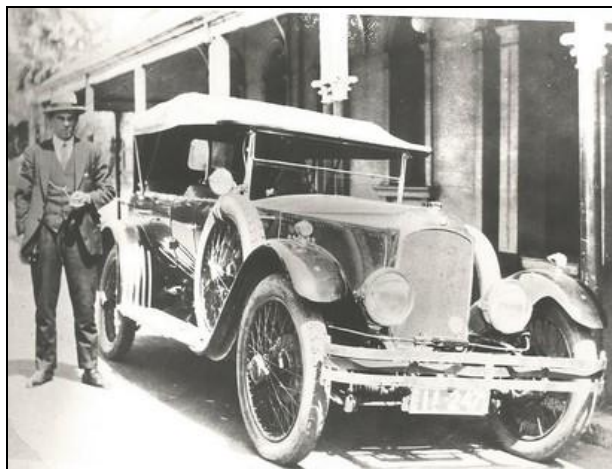


**George Calder from New Zealand owns OD796 that was owned by Ron Grant of Ingleburn who sold the car in 1965 to Warner Mauger of NZ. George purchased the 23-60 from Warner in 2005 and below is a recent photograph of the car.**



*OD796 in New Zealand*

**George emailed me as being an ex Australian 23-60 he thought it may have been the ex Cureton 23-60 from Ashfield in Sydney as both cars have five protection strips on the front of both rear guards.**



*The Cureton's 23-60 126 Livingstone Street Burwood*





*Cureton home in Ashfield - Sydney or maybe "Luscombe" in Ashfield*

**I sent an email out to those in the Register who should know these sort of things and my man in the field Phil "ferret" Virgona has come up with the following similarities with both cars.**

**Both cars have twin spares**

**Both have five protection strips on the rear guards**

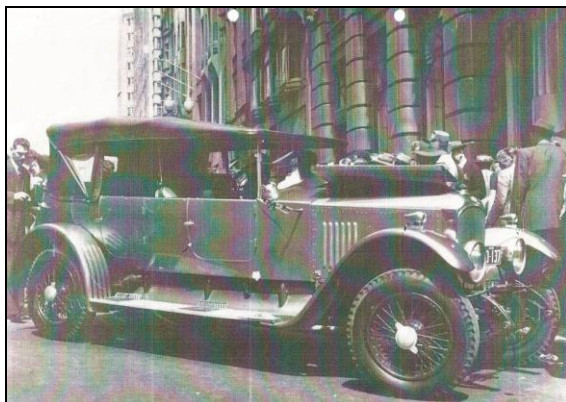
**Both have a spot light attached to the off side**

**Both have model E CAV headlights**

**Both have a rear Auster screen**

**Both have a six louvered riveted bonnet**

**Both have a Sparton horn button mounted on the driver's door**



*OD796 in Martin Place Sydney*



*OD796 at Mount Panorama Bathurst*

*Ron Grant wearing the beret and his son Lou in T white shirt*



*Sparton horn button on OD998*

As an aside the photographs taken at Martin Place as well as Bathurst show OD796 wearing N.S.W. plates YO-137. This number plate appears on a number of Ron Grant's Vauxhalls and as Ron kept the registration sticker in a plastic trailer registration sticker holder fastened with a bulldog clip to the top of the windscreen of the car he was driving at the time. It was a sort of universal number plate Ron used - if you get my drift. You couldn't do it these days with plate recognition devices now fitted in Police Cars.

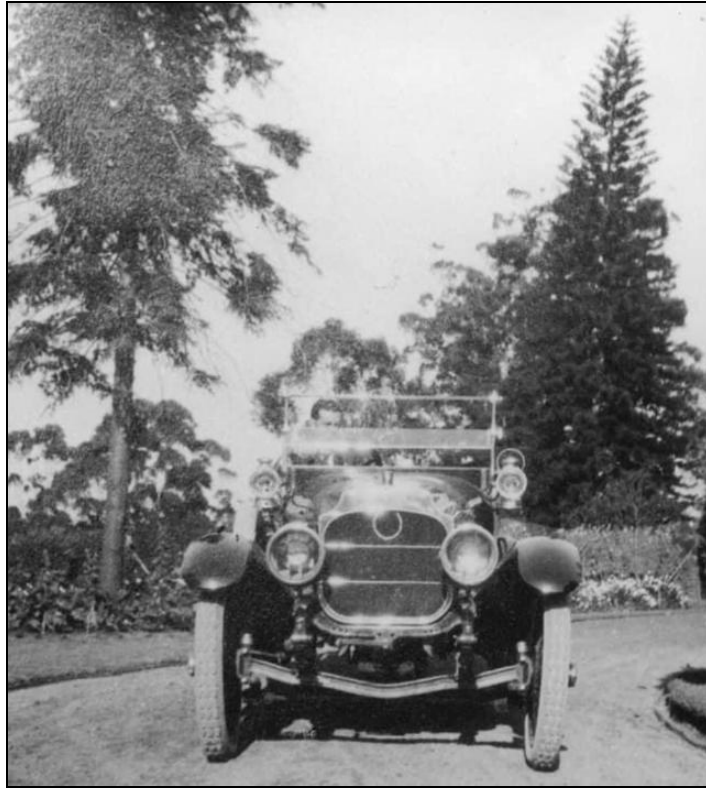
So, I think it would be safe to say that George Calder's 23-60 OD796 is the ex Cureton car which up until both cars were researched not much was known about the photograph of what we called the Cureton car. As the photograph was taken in front of what we thought was a house called Cureton in Ashfield. Ferret advises Cureton is still standing and he is presently working on who would have owned the house at the time this photograph was taken. He is also checking out the motor house at Cureton to ensure nothing 23-60 has been left behind.

Facebook tells us that the Cureton family lived in "Luscombe" at Burwood so we are trying to contact the family as to be correct we should be referring to the 23-60 as being owned by the Cureton family who lived in 'Luscombe' at Burwood.

More later on what we find.

Also Phil Virgona or ferret has unearthed the photograph below of what appears to be an A Type and the information is that the photograph is taken in the driveway at the front of the home Wymston at Chiswick which is a Sydney suburb on the Parramatta River.





*Unidentified A Type at "Wymston" in Chiswick*



*"Wymston" in Chiswick*

"Wymston was one of many gracious nineteenth century homes in the City of Canada Bay area.

Dr George Fortescue, amongst the first surgeons appointed to Royal Prince Alfred Hospital, built Wymston at Chiswick, possibly in the early 1880s. He named his home after Whympston in Devon, the ancestral manor of the Fortescue family.

After Dr Fortescue's untimely death from typhoid in 1885, the home had a succession of owners, among them noted engineer [Henry Deane Walsh](#), commemorated by Walsh Bay in Sydney Harbour. Susan Rowe explored the story of [Wymston](#) while researching her recently published book on Henry Deane Walsh.

The photograph was taken at the time Henry Deane Walsh and family were resident at Wymston, from approximately 1903 to 1906. In 1922 the Wymston estate site was taken over by the [Co-operative Box Factory](#) and the house appears to have been demolished about that time.

The name of Wymston Parade at Chiswick is a reminder of this gracious old home."

Blackwall Point Road, Chiswick.

Photo credit: Canada Bay Connections -

"Following the entries in Sands Directories after Henry Walsh left Wymston, it was occupied by Joseph J Gates JP from 1907 until 1919. There are different occupants in the next few years until 1922. From 1923 onwards there are no longer any houses listed east of Chiswick Street, suggesting that was when Wymston was demolished. It was certainly gone by the time the 1943 aerial photo was taken."

**It may be that Joseph J. Gates was the owner of the A Type, so as you can see there is further work to be done by ferret.**

The photograph below was taken in 1953 and shows OD167/OD168 as it appeared in Tasmania when Peter Collin's father purchased the car. Peter still owns the 23-60.



*OD167/OD168 in 1953*



*OD167/OD168 as it currently looks*

Below is an article I wrote some time ago for the V.S.C.C.A. magazine.



## **TWICE LUCKY     by Dave Stuart.**

"This is the second time I have written a similar article. Recently, Mary and I were travelling to Ulladulla in our 23-60 for my daughter's wedding and had stopped in Nowra to refuel. Before leaving the service station I was approached by a man who told me that his father had owned a 14-40 Vauxhall many years ago and he went on to say that there was still a Watford magneto and carburettor in the garage of the family home. It appears I was the second Vauxhall owner he had passed this information on to, the first he believed lived in the Highlands and he had told about these parts however the first person did not appear to be interested.

He obviously knew what he was talking about when he knew the brand name of the magneto so I arranged to meet him at his home in the highlands at a later date. Last weekend Mary and I attended the Highlands breakfast run with the Club members and in the afternoon met up with the magneto man as he was now called. It turned out the magneto was in working order and was a 42 degree type which has more advance and retard than the other 34 degree and is more desirable. The carburettor was also complete with jets, float bowl with lid and was a 30F model Zenith which was fitted to both the M and LM Vauxhalls. He accepted my offer for both the magneto and carburettor and then I had to buy Mary a nice afternoon tea in Bowral and allow her some retail therapy time to smooth over the purchase.

As I previously mentioned, this is the second time that someone has come up to me whilst I have been out in the 23-60 and given me information about a Watford magneto for the car. So the moral to the story is, it does come with rewards to be seen on the road in your vintage car. I guess I am not the only one this has happened to and there are many member's stories like mine – let's hear some of them."

John Kent sent me the photograph below where with his eagle Vauxhall eye he has spotted what he thinks is an M Type 14-40. If you are having trouble finding it, look behind the delivery truck which is closely followed by a motor cycle with outfit and then the 14-40. The photograph was taken in the 20's in Swanston Street, Melbourne.



**Photographs below are from this year's Veteran and Vintage Vauxhall Rally at Beechworth in Victoria.**



*Terry Mansbridge's 23-60 OD583*



*Glen Farrell's 30-98 OE235*

Greg Mackie purchased Glyn's 30-98 whilst on the rally and everyone is happy this original, all matching numbered Australian delivered car is remaining in Australia and not going overseas. Congratulations to Greg and thanks to Glynn.



*Wilga and Euan Coutts 23-60 OD793*





*Steve Butler's 30-98 E467*



*Lloyd Hocking's 30-98 OE100 at Bethanga*



*Dave and Mary Stuart in OD494 on top of Towonga Gap*

**I received the photograph below from Ian Irwin of the A.C.T. of a wartime D Type Ambulance.**



**That completes this month's newsletter so I hope to see some of you on the coming V.S.C.C.A. George Green Memorial Rally being held in Cowra from Monday 26<sup>th</sup> August to Saturday 1<sup>st</sup> September. There are nine Vauxhalls already entered for the event so let's see if we can gather some more. If you need information or an entry form for the event please email me. The first motel's accommodation is now all taken however there are rooms available at a second motel within walking distance from the main motel which is rally headquarters.**

**Finally, thanks to the usual suspects who contributed with articles and photographs for this newsletter.**

*Dave Stuart.*

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