

A - D VAUXHALL REGISTER

AUSTRALIAN NEWSLETTER

DECEMBER 2022

Hello Everyone.

As we end the year I would like to wish everyone a merry Christmas and thank all the usual suspects for providing me with articles and photographs to keep the newsletters alive. Without their support the newsletters would not survive.

The biennial Veteran and Vintage Vauxhall Rally in Beechworth has now passed and congratulations must go to Justin Coxhead and John Kent. We saw D Types, E Types, 14-40's, 23-60's and OE30-98's as well as a 20-60. Joining in as well were four WO Bentleys being a 3 litre, a 3-4 ½ litre, a 4 ½ litre as well as a Speed six.

I think all the entrants enjoyed the four days the organisers provided with drives out of Beechworth to the west, south and north on quiet scenic roads. We enjoyed a great country baked lunch at the Bethanga Pub, I recall it was just like mum used to bake on Sundays.

I hear that next year Daniel Zampatti and Daniel Clarke will be organising a gallop around the countryside in your Vauxhalls to the north east of Melbourne. No doubt we will hear more from them when they set a date.

The next biennial Veteran and Vintage Vauxhall Rally in 2024 will be organised by yours truly and hopefully based in Orange N.S.W. with four days of touring the south west slopes of our state. I plan for a

spring rally in warmer weather this time with the countryside in late September looking its best it will provide a wonderful backdrop for our runs. So please keep the end of September free and your Vauxhalls serviced.

You have no doubt heard that I have been collating information for a book I am going to have printed and it will be titled Veteran and Vintage Vauxhalls in Australia. I have now completed the book and it is presently being proof-read so shortly will be going to the printers with some 383 pages of period and current photographs as well as information where available on all D Type and OD Vauxhalls that came new to Australia. I would like to thank all those who contributed with information and photographs of their Vauxhalls.

I plan to keep the cost of the book under \$100.00 which includes postage within Australia. There will be a mark up in the price of the book with that money going towards maintaining the A – D Vauxhall Register website as well as matters relating to the Register. There is the provision on the website for readers to contribute to the running costs of the website however funds for this are not being regularly received.

I will keep you posted early next year with more information regarding the availability of the book together with photographs and how to go about ordering a copy to be sent to you by post.

Mark Wakeham 14-40 saloon owner sent me the copy of a page from the 1903 Motorlife magazine depicting a 1903 Vauxhall. Note the advertisement refers to the Vauxhall Ironworks Co Ltd of London predating the name change to Vauxhall Motors

The Motor. ADVERTISEMENTS June 24th 1909.



The Famous "R. & P." Motor Bicycle.

Special Up-to-date Features are: Engine built into frame, Spray Carburettor, Thrustor valves, Special Exhaust, Over-Engineered Lubrication, Improved Chain Tension, Touchless Gait and Wire Control, Spring Levers on Handlebars, Fully Built-in Frame and Engine. The perfection of English workmanship and reputation combined.

SOLE IMPORTERS OF AUSTRALIA FROM THE MANUFACTURER: **ROBINSON & PRICE, Ltd., Chatham St., Liverpool.**

THE VAUXHALL LIGHT CAR. Designed and Manufactured throughout by **The Vauxhall Motorworks Co., Ltd.,** Weybridge Rd., LONDON, S.W.

130 **Guinness with Dunlop Tyres.**

5 h.p. Governed Engine.—flow running, water-cooled, two speeds, up to 25 miles. Weight 4 cwt., easily steered. Speed and steering levers combined in one. Central shaft drive. Free and hard brakes. Complete accessibility from above. No oil spring and. Adequate luggage space.

RELIABLE and SIMPLE.



ATB. "THE MOTOR" "THE MOTOR" "THE MOTOR" "THE MOTOR" "THE MOTOR"

Neil Heilbrunn recently sent me the lovely period photograph below of his 30-98 OE108 Black Bess steaming up Loberthal Hillclimb South Australia in 1938 with Laurie Vinall at the wheel. Note the Delage front brakes and cycle guards had not yet been fitted to the car.

Can someone from South Australia send me a photograph of the same scene today if this is in fact where the finish line is now located.



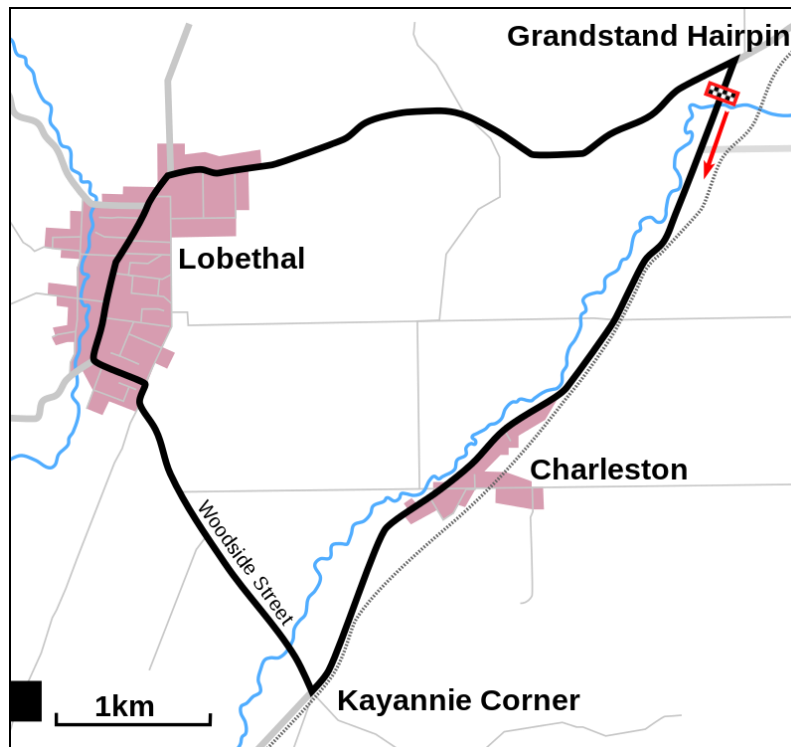
OE108 Black Bess

Interestingly I found on Google the starters and for the 1938 South Australian Grand Prix and lo and behold Black Bess was entered.

Position ^[2]	Driver ^[4]	No. ^[2]	Car ^[2]	Entrant ^[2]	Handicap ^[2]	Time ^[2]
1	Noel Campbell ^[1]	34	Singer Bantam	Noel Campbell	27:30	97:37
2	Colin Dunne ^[1]	3	MG K3 Magnette ^[5]	Colin Dunne	4:00	77:39
3	Tony Ohlmeyer	24	MG T-type	Tony Ohlmeyer	17:00	90:55
4	Ron Uffindell	33	Austin 7	Ron Uffindell	24:00	98.33
5	Jim Boughton	27	Morgan 4/4 ^[6]	Jim Boughton	18:00	92:54
6	Reg Nutt ^[2]	2	Day Special	JA Day	1:30	77:33
7	Les Murphy ^[7]	20	MG P-type	Les Murphy	14:00	90:31
8 ^[1]	Fred Thwaites ^[8]	14	Ford V8	FJ Thwaites	9:30	89:20 ^[1]
?	Arthur Beasley ^[7]	21	MG P-type	D Sowter	16:00	
?	GA Cowper	35	Morris 8/40 ^[6]	GA Cowper	30:00	
?	A Aitken	22	Riley 9	A Aitken	17:00	
DNF ^[1]	Bob Lea-Wright ^[9]	10	Terraplane	RA Lea-Wright	09:00	

?	Lyster Jackson ^[8]	4	MG K3 Magnette ^[5]	LJ Jackson	05:00	
?	Alf Barrett ^[8]	30	Morris Cowley	A Barrett	19:00	
?	AV McDonough	13	Ford V8	AV McDonough	12:00	
DNF ^[1]	Ash Moulden ^[8]	17	Sunbeam GP	MA Moulden	13:00	
?	Tim Joshua ^[9]	5	Frazer Nash	G Joshua	05:00	
?	Jack Day ^[9]	23	Bugatti	JA Day	17:00	
DNF ^[1]	Jack Phillips ^[9]	7	Ford V8	JK Phillips	08:00	
?	Harry Beith ^[10]	9	Terraplane	H Beith	09:00	
DNF ^[1]	Allan Sinclair ^[11]	1	Alta	A Sinclair	Scratch	
?	LE Vinall	18	Vauxhall 30/98	LE Vinall	13:00	
?	T Dowe	12	Fronty Ford	T Dowe	09:00	
?	AE Powell	31	Alvis 12/50 ^[5]	AE Powell	21:30	

The layout of the Loberthal Race Circuit just out of Adelaide from 1937 to 1948.



The **1938 South Australian Grand Prix** was a motor race staged at the [Lobethal Circuit](#) in [South Australia](#), [Australia](#) on 3 January 1938.^[1] It was held over 12 laps, a total distance of 100 miles.^[2] The race, which was the second South Australian Grand Prix,^[1] was contested on a handicap basis with the first car starting 30 minutes before the "Scratch" car.^[3]

The race was won by [South Australian](#) Noel Campbell driving a [Singer Bantam](#).^{[1]c}

Leigh Whitfield from Victoria send me the lovely period photograph below depicting a late model four wheel braked 23-60 taken obviously sometime in the 20's or 30's. For those with a keen eye you will see

the bonnet is of the exposed rivet finish and still has six louvers and not the later bonnet most late model 23-60's were fitted with. The later bonnets had concealed rivets and seven louvers. Also the body is an early OD one as the rear door is hinged at the front.



The 23-60 is also fitted with the early Model E headlights and importantly you will notice the later enclosed knock-ons are black and not nickel plated.

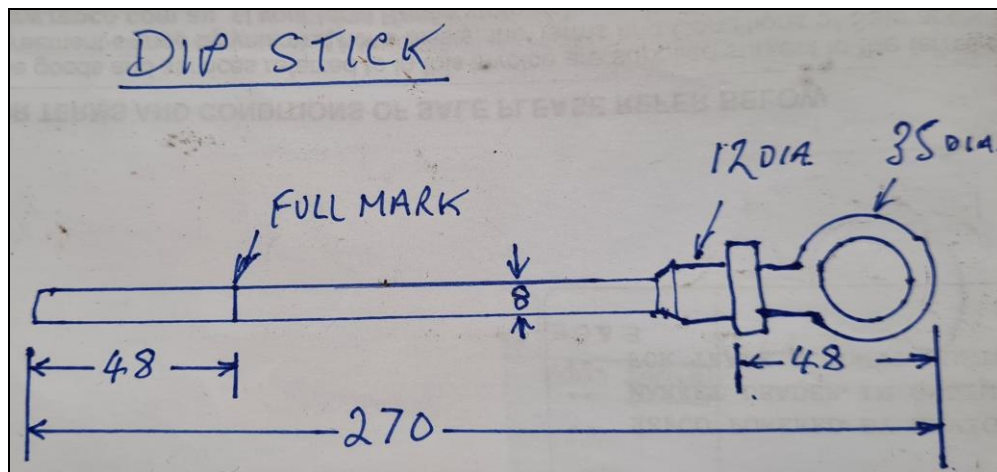
My researcher on all things Vauxhall Phil Virgona (aka Ferret) is presently struggling to find out where the photograph was taken or the identity of Mr E. M. T. Gordon. The only thing to go on is Leigh Whitfield advises the photograph was in a collection of photographs at the museum in Young N.S.W. so we presume it was taken somewhere in Australia maybe in the Young district . More later.

The photograph below sent in by Phil Virgona depicts an early D Type which has the new German silver radiator. The car has electric lights so would I think have to be about a 1914 or so model. Glendevon is in Scotland north of Edinburgh.



I was recently asked the question if I knew what was the correct dip stick on the late model 23-60 engine which is commonly referred to as the tandem drive engine. These engines had the generator running on the near side flange of the engine's crankcase and driving the magneto through a vernier coupling mounted immediately behind. I emailed a few owners who had 23-60's fitted with the tandem drive engine and there were a variety of different styles of dip stick and few actually matched. I always thought the original ones had a brass ring on the top to insert your finger to lift the dip stick from the crankcase when checking the oil.

Greg Mackie's 30-98 OE235 is a very original 30-98 and I thought the dip stick in his car would be a good guide. Greg sent me the photograph below and drawing on the dip stick in his 30-98 and it confirmed what I had always thought.

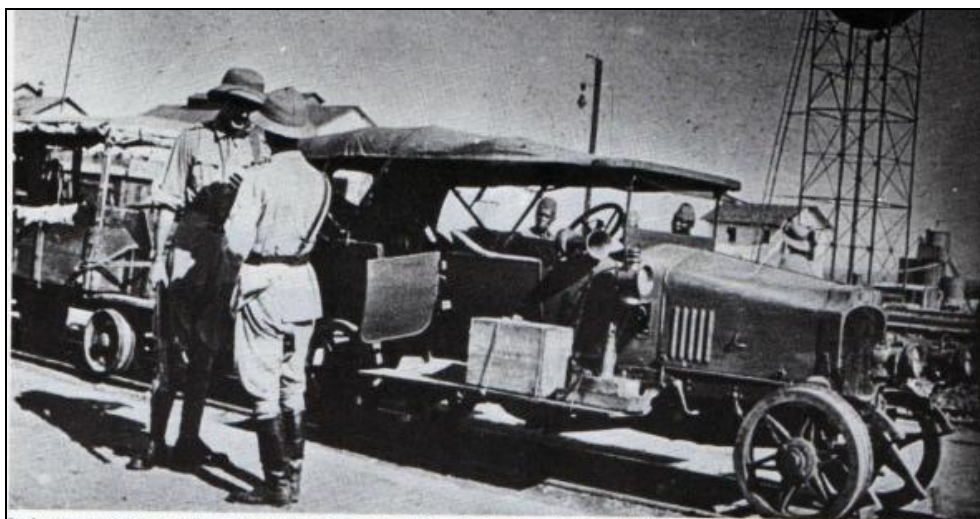


Recently I saw the photograph below and my first thoughts were it is no wonder 'The Happier Warrior of Kildare' being so large was not in the front seat with its owner. It looks as though he is enjoying himself and ready for the ride in the 14-40 LM roadster.



Wolfhound 'Happy Warrior of Kildare' with his vet owner in Melbourne circa 1930 in the dicky seat of her Vauxhall

Ian Irwin from the A.C.T. sent me the photograph below which depicts a D Type Vauxhall during the World War 1 in South Africa. The car is fitted with steel wheels to run along the railway line in Nairobi. It is an early A or maybe D Type fitted with gas lights.



Railway workshops in Nairobi converted many vehicles, including this Vauxhall, to carry supplies on the hastily repaired lines in German East Africa. In three months over 300 miles of railway were repaired, enabling locomotives to take over once more.

CHASSIS NO. D 3009

ENGINE NO. D 3171A

This car has been in the present ownership since 1954 and was discovered in derelict but remarkably complete condition in a storage building at Page Bank, near Durham City. Garage proprietor Joe Fairless of Willington, County Durham, had bought the building in 1931, filled it with a large sleeve valve Daimler Saloon, two Bullnose Morris cars and a Star lorry and then forgotten about it. When dragged out of storage (see photograph) the Vauxhall was remarkably complete although missing headlamp reflectors, dashboard instruments, fuel tank air pump and radiator cap. Although the upholstery and hood had deteriorated a complete set of side screens was found behind the rear seat.

It is believed that the first owner was Dr Thomas Beattie, a Consultant Physician in Newcastle and Professor of Therapeutics at the University of Durham. It is known that he was chauffeur driven to the local hospital each day. His name appears in the buff log book dated 1925 which records also original registration under the Roads Act of 1920 on 28th January 1921. That log book suggests continuous use and ownership until 1929 and a change of colour scheme during that time from grey to yellow. Restoration of the car commenced in the 1980s and this included removal of the body for minor repairs, re-tempering the springs and replacing a worn shackle pin, starter and dynamo were overhauled, brakes re-lined and the missing parts sourced. An Auster-type rear screen was located and fitted for enhanced passenger comfort. In the mid 1980s the restoration was completed, the upholstery replaced to original pattern, hood and side screens were renewed and the coachwork repainted in red livery. Careful attention was paid during restoration to maintaining originality wherever possible.

The car has been regularly used since restoration, proving reliable in service as the owner intended, cosmetics being very tidy but not prepared to concours standards. The D-type Vauxhall is so often mistaken for the more sporting 30/98 Vauxhall but is essentially a significantly more comfortable touring car with longer wheelbase and more accommodating passenger space.

Cheers,

Leigh.



D3009



Current photograph of D3009 in the UK

The two photographs below were sent to me by Leigh Whitfield of Victoria.



? - 4 cylinder Chevrolet and LM 14-40 Vauxhall



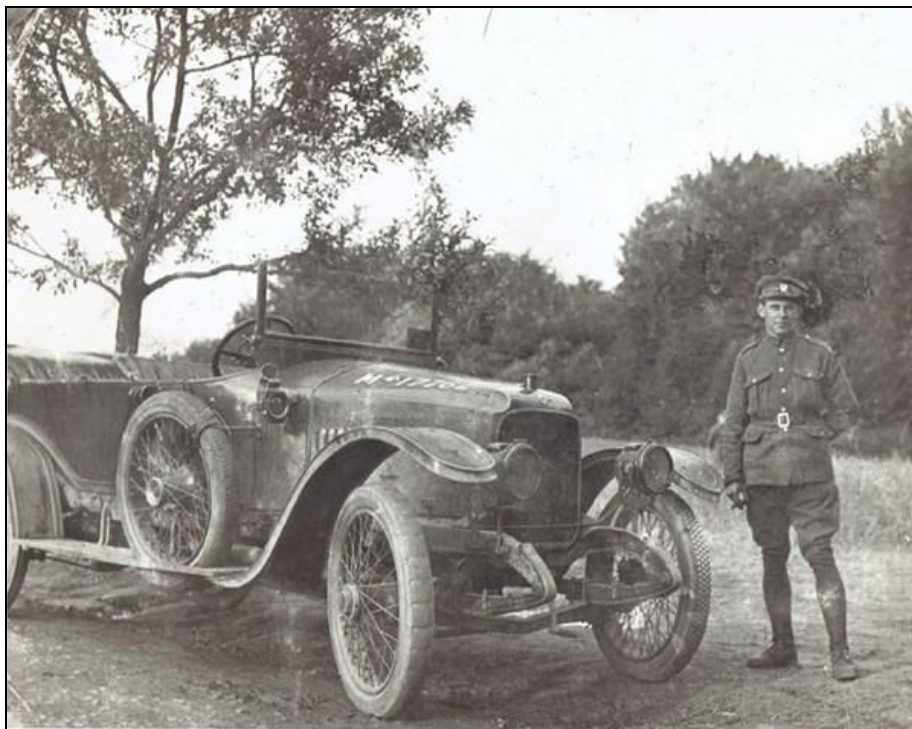
30-98 challenging the river crossing

Leigh also sent me this collection of photographs from World War 1





D Type and Model T Ford



25 hp Vauxhall



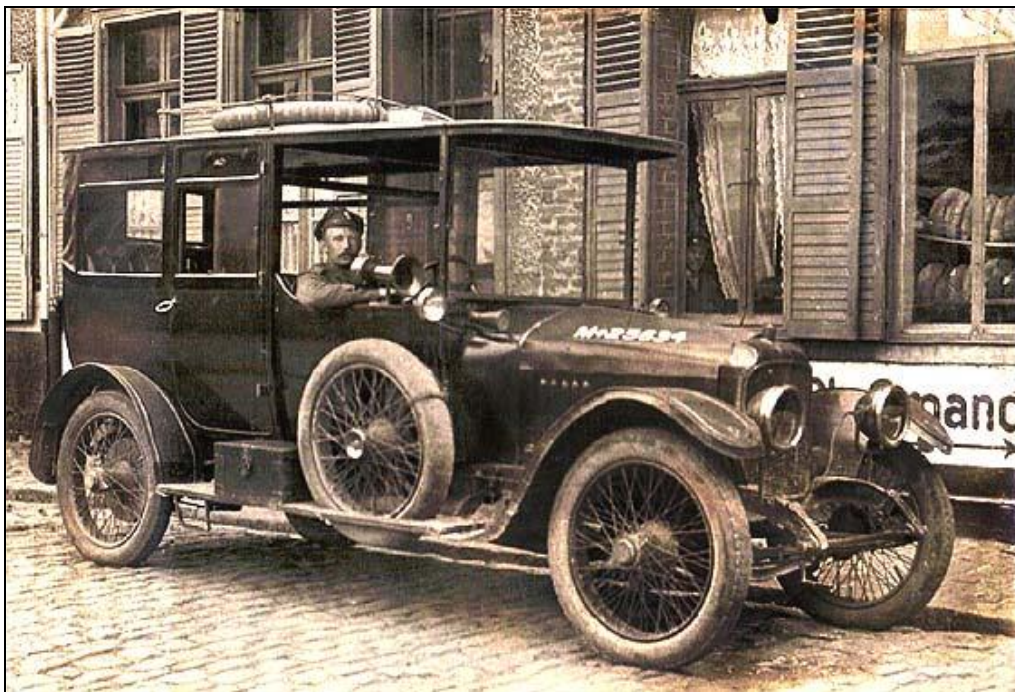
Captioned "the official visits the western front"



Captioned 'Allenby enters Jerusalem'



Captioned 'British Army on the western front'





18615

The Vauxhall 25 h.p. staff car

Issued July, 1974.

A Vauxhall 25 h.p. staff car - one of nearly 2,000 Vauxhalls built for the War Office between 1914 and 1918 - will be included in the scene depicting World War I at the Castrol Great Motoring Extravaganza. Pictured here is King George V with the Vauxhall staff car chosen to take him across the Flanders mud to Vimy Ridge. Vauxhall Motors Ltd.

Copyright free.



IWM



The photograph below is of OD730 now living in Canada. On the left is Richard Worboys who owned this 23-60 and he is talking to Nigel Price who owned a Prince Henry C.94. Richard and Nigel are now both living in that big garage in the sky.

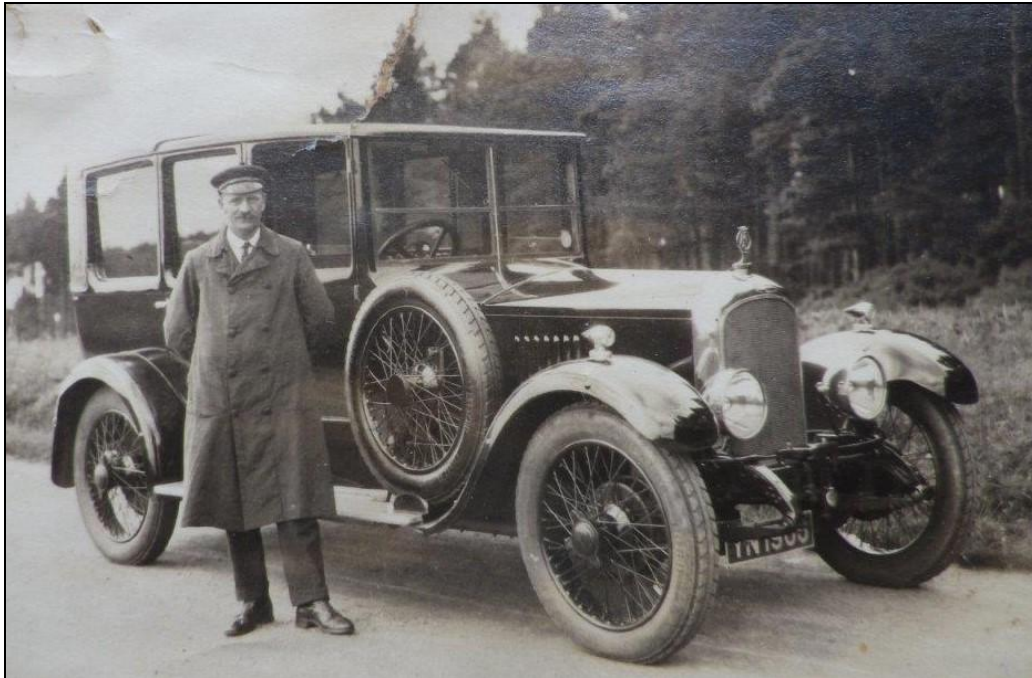


The photograph below is of 'Pikedale' homestead in Stanthorpe Queensland. OD1284 a Mann Egerton bodied 23-60 was purchased new by the owner of Pikedale a Mr James A Rogerson. When new the 23-60's roof line was five inches higher however after Mr Rogerson had the roof line lowered he sold the 23-60 to the local undertaker in Stanthorpe. The car then had the back section cut out of the original Mann Edgerton body and replaced with the rear section of a Buick and it was used as the local hearse. Victor Bloxom purchased the car from the undertaker when he was only 20 years of age and Victor had the rear Buick back removed then sold the car to Sel Colquhoun who restored it. Victor has an original photograph of the car when it was new with the higher roof line and I think it looked quite elegant.



Pikedale homestead

*The homestead (then a 53 room mansion) burnt down on
Sunday 3 August 1963.*

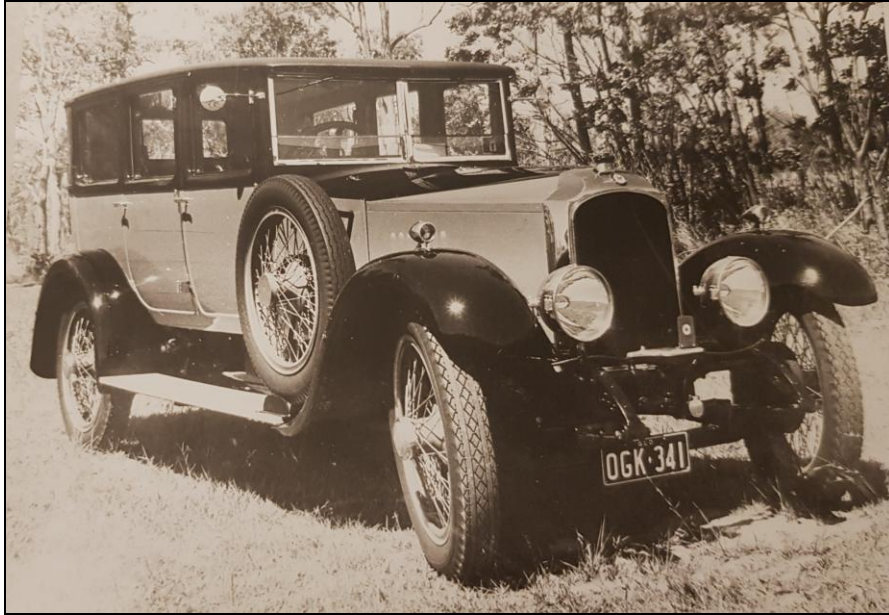


OD1284 when new with higher roofline



OD1284 when owned by Victor Bloxom of Queensland

The photographs clearly show when the roofline was lowered 5 inches, the two top fold out windows were retained and the lower two fixed windscreens were lowered 5 inches.



OD1284 when owned by Sel Colquhoun in Queensland

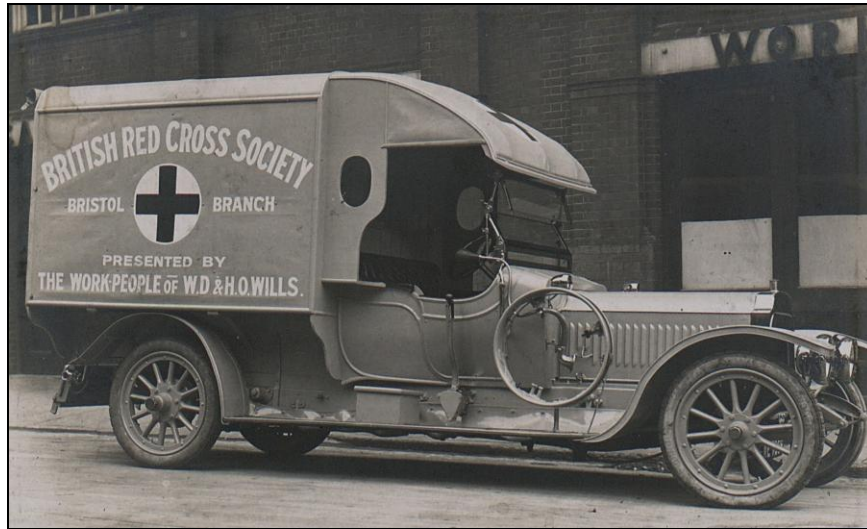


Current photograph of OD1284 owned by Wayne Merton N.S.W.

John Kent sent me the period photograph below probably taken in the UK of what looks like a 23-60 with a Wensum styled body. The scuttle on the body has an air vent mounted on the side so this car could even be a D Type. Maybe one of our readers in the UK have previously see the photograph and can identify the car.



Ian Irwin from the A.C.T. sent me the photographs below of what looks like a 6 cylinder B Type Vauxhall of about 1912-13. The workers of W.D. & H.O. Wills presented the car to the Bristol branch of the Red Cross and it was probably their contribution to the war effort where a lot of their relatives would have been serving. The second photo is of an A Type ambulance.



B Type Vauxhall wartime ambulance



A Type Vauxhall wartime ambulance

In the August issue of the newsletter I included an article on how I came across a Watford magneto simply by being out and about in my 23-60. Barry Morris from Queensland has sent me his article below on a similar experience when he and his dad Evan were out in OD30.

How I obtained my gears for OD231 by taking OD30 to a school fate 30 years ago

With Dave's request for stories of being told about bits while out in the car I can relate this story of some 30 years ago when we had OD30 at a school fate on the south side of Brisbane, a chap came up to my mother and told her about a bonnet sitting in the rafters of a saw mill in Blackbutt, as you do, Dad and I were at Blackbutt the next day and sure enough, there was the bonnet perched up high, we were told it had been rescued from being used to cover the chooks and upon asking about any other bits an elderly chap told us how the saw mill owner's son had copped a chewing out 30 years before that for burying the gearbox in a house drainage sump, of course for those who know saw mills you don't bury what is an independently mounted reduction box in a house sump... hence the chewing out, we of course obtained directions and set about to knock on the door.

By this stage the elderly man who answered the door was the son who got into trouble those years earlier and when we asked about the gearbox he pointed to a brown patch on the ground and said it's right there, as he long since had drainage on he was keen for us to dig it up providing we removed most of the broken tin and bottles etc and backfilled with soil.

After digging the pit and not finding the box he said there was a second pit which we promptly got stuck into but alas no gearbox, at this stage believing we were on a goose chase he said there was a trench to join the 2 pits and that's where we found the gearbox.

On lifting it out of the pit the aluminium casing had corrosion holes the size of my fist in it but inside things look promising, my gearbox had had its front nut snapped off and the spigot welded to the shaft and no amount of under cutting the weld in a lathe and then heating and pulling would prompt it to separate from the shaft so I was rather desperate for a front shaft and spigot and on washing the front of this box that had sat in a house sump for 30 years with its fist size holes I found a perfect spigot with an immaculate nut and shaft end without a sign of rust.

Of course I was jubilant knowing that my box would be completed, when we got it home the water blaster came out and with in a few minutes realising there was no recovery to be had of the casing we broke it apart to get to the gears and shafts and the amazing discovery of perfect gears and shafts left us in awe of how they had survived 30 years of bath and sink water being washed over them, some were protected by the Vauxhall treacle oil but others were bare and the only explanation we could muster was the phosphates etc in the detergents had blued and protected them.

A quick pass over an electric wire brush and perfect gears and shafts with machine marks present and no rounded corners were neatly sitting on the bench.

There must be the slightest variation in the pitch of the gears for when I put the front shaft in, its drive gear did not happily mesh with its mate in my box, so the answer was easy, as they were perfect I changed them all over.

So, my car is driving around with gears that have survived the original car, then a sawmill and been subjected to a daily wash of bath and sink water for 30 years and now in my car all because we took OD30 to a school fate some 30 years ago.

Of course they are now facing more risk..... surviving being used in my car OD231 but as she is back on the road once again I am hoping to have another chap come up and tell me of that bit laying somewhere in a rafter or bench shelf or.....

Barry Morris OD231

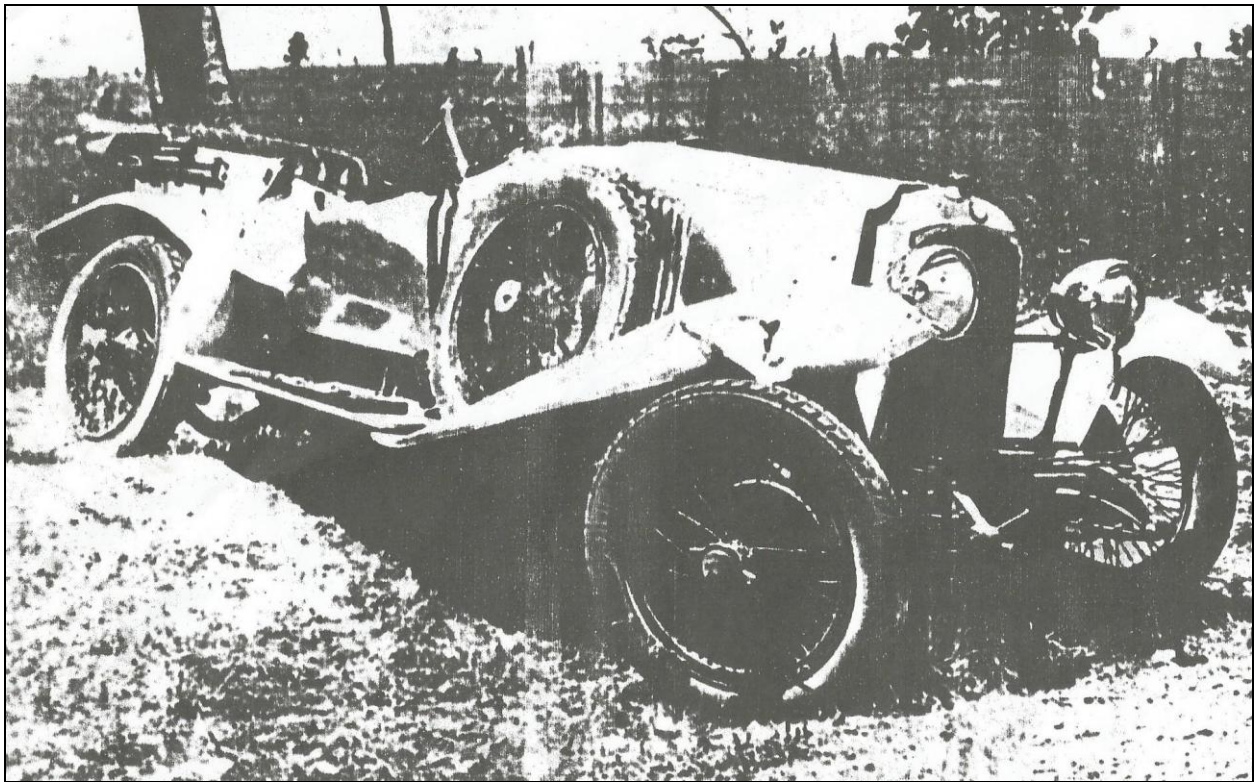
In September Mary and I attended the V.S.C.C.A.'s George Green Memorial Rally held in Cowra N.S.W. We took our 23-60 OD494 and drove over to Euan and Wilga Coutt's property in Orange and stayed with them for a couple of days prior to driving on to Cowra. Leaving Orange with Euan and Wilga who were in their 23-60 OD793 we drove over to Woodstock where we met Bret and Wendy Blackmore in their 3 litre Bentley as well as Barry and Veronica Young in their 3-4/12 litre Bentley. Also Glyn Farrell and Brian Flynn from Victoria met us at the Royal Hotel in Woodstock for a coffee and an ample slice of fresh apple pie and ice cream.



The four Vauxhalls set off from Woodstock for Boorowa and we drove through Darbys Falls and Frogmore. Frogmore is where Richard Kelly met his fate when he turned his fairly new late model 30-98 over and

later died in Boorowa Hospital from chest injuries. His two young nephews who with him at the time were thrown out of the 30-98 as it rolled over and survived the accident.

Richard Kelly was a wealthy grazier who had a property in Cowra and on the day of his accident was driving down to the sheep sales in Boorowa with his two nephews. As he attempted to overtake a car on the gravel road he lost control of the 30-98 and subsequently rolled it over. He received major injuries to his chest no doubt from the quadrant in the centre of the steering wheel. The identity of the car or what happened to it is unknown.



Richard Kelly's 30-98

In Boorowra we met up the main contingent of the rally and had lunch at the Court House Hotel. Following lunch we drove on to Cowra to our motel. There we to be three day runs set in and around Cowra and out as far as Forbes.

On the first day we drove to Canowindra for morning tea prior to driving on to Eugowra to see a sheep dog trial in the showground before we had lunch at the local café.



OE169 in Canowindra



OE108 Black Bess ready to leave Canowindra

The countryside we drove through was looking its absolute best with to paddocks greened up by the recent rain as well as the yellow flowers from the Canola providing a lovely contrast. We returned back to the motel along the Lachlan Valley Way that afternoon again through paddocks of Canola.



OD739 between Forbes and Goolagong



OE235 between Forbes and Goolagong



OD494 near Goolagong

On Thursday we drove out to Grenfell to the old Railway Station where the local Lions Club had prepared a hearty morning tea for us. We then drove on along Banjo Patterson Way to Forbes and Bill McFeeters car museum at Forbes. This was followed by lunch at the Forbes Golf Club with enough food to feed the starving people in all of Africa for a week. Following lunch the five Vauxhalls travelled together for a suitable place for a photo shoot before a rendezvous at the Pub in Goolagong for a comfort stop.



Vauxhalls along the road to Goolagong

Photo below is of cars opposite the hotel in Goolagong



OE108 Black Bess - OD793 – OE235 – OD494 – OE169

Following the comfort stop we drove on to Canowindra and then returned to the motel in Cowra.

The final day saw the rally visit the Japanese War Graves which are impeccably maintained followed by a visit and morning tea at the Japanese Gardens.



Mary and OD494 patiently waiting for the driver

We then drove out through quiet scenic roads with very little traffic towards Woodstock and to Wyangala Dam where the local Wyangala Fishing Club put on a spectacular barbecue lunch. Photos below of the cars car at the dam. Following lunch we had a pleasant run back to Cowra through Darby Falls and again the countryside and roads proved delightful.



Wyangala Dam

Saturday morning saw everyone head for home, north east and south from Cowra and it is pleasing to report all Vauxhalls performed well with no issues.

Those in attendance were:

Neil Heilbrunn and Rob Merryfull in 1924 30-98 OE108 Black Bess

Peter and David Weir in 1924 30-98 OE169

Greg Mackie in 1925 30-98 OE235

Euan and Wilga Coutts in 1924 23-60 OD739

David and Mary Stuart in 1923 23-60 OD494

You may have seen the article below previously however I will include it for those who haven't read it.

ON ROAD and TRACK with a 23-60HP VAUXHALL

Overhead Valve
Engine provides
Liveliness and Good
Acceleration, coupled
with Smooth, Vibrationless Running.



IN *The Autocar* of July 14th we dealt at some length with the new 23-60 h.p. car evolved by Vauxhall Motors, Ltd., to take the place of the ordinary 25 h.p. touring model. Although the same general lines of the chassis design are adhered to, the engine differs widely from its predecessors, and accordingly it was with more than ordinary interest that we recently set forth on a day's trial on one of the new models.

It should, perhaps, first be stated that an impression has gained ground that the new 23-60 h.p. car will displace the popular 30-98 h.p. model, but this is emphatically not the case, for the Vauxhall programme for 1923 consists of the 30-98 h.p., the 23-60 h.p., and the 14 h.p. cars.

Good Service.

Setting forth on our run, an incident occurred on the Embankment, which, while distinctly annoying, served to show the worth of the Vauxhall service scheme. In order to avoid a collision with another vehicle, the Vauxhall representative who accompanied us, and who was driving at the time, had to pull in hurriedly behind a horse-drawn delivery van of which the tailboard was projecting horizontally. Despite the efficiency of the Vauxhall brakes, which will be referred to later, the radiator of the car came into contact with a corner of the tailboard with sufficient force to make a considerable dent, and to tear open a corner of the honeycomb block. Accordingly, we proceeded at once to the London Service Depot, at Shaw & Kilburn's Garage, Wardour Street, where in a few minutes over the hour the damaged radiator was dismantled and replaced by a new one. Such incidents as this, though hardly to be wished for, certainly prove instructive during the course of a trial run.

Proceeding on our way to Brooklands we passed over Putney Bridge and attacked Putney Hill at a mere crawl on top gear. Nevertheless, the flexibility and power of the engine are such that a very fast top gear ascent of the hill was made, giving us some indication of the performance we might expect during the day's test.

On the Track.

It might be imagined from what has been said, perhaps, that the top gear ratio of the car is comparatively low, but this is not the case, as the ratio is 3.6 to 1 with 880 x 120 mm. wheels, and the mile at Brooklands was covered in 57 3/4 s., equivalent to a speed of 62.5 m.p.h. The test hill was climbed from a standing start on low gear at a speed of 13.35 m.p.h., and, in view of the fact that the weighbridge disclosed the weight as close as 34 cwt., this may be regarded as a good performance.

We have already, in referring to the incident on the Embankment at the outset of our expedition, mentioned the excellence of the brakes; in the course of our track test we found that either brake proved capable of arresting the motion of the car on the 1 in 4 portion of the test hill quickly and surely. The foot brake consists of shoes expanding in a drum on the tail of the gear box driven shaft, and the pressure called for on the brake pedal is almost incredibly light. We proved that, literally, sufficient pressure could be exercised by one's little finger. The hand brake, which operates the shoes in the rear wheel drums, also calls for but little exertion, and the lever is positioned so that the driver's right hand falls naturally off the steering wheel upon it, and has, moreover, ample clearance from the gear lever and from the side of the body.

DATA FOR THE DRIVER.

23-60 h.p., four cylinders.
95 x 140 mm. (3,969 c.c.).
Tax £23.
Overhead valves, Lanchester harmonic balancer.
60 h.p. at 2,000 r.p.m.
Weight of complete car, less passengers, 33 cwt. 3 qr. 14 lb.
Weight per c.c., .95 lb.
Gear ratios, 3-6, 5-6, 8-5, and 13-37 to 1.
Spiral bevel final drive.
Semi-elliptic springs.
880 x 120 mm. tyres on detachable wire wheels.
Wheelbase, 9 ft. 2 in. Track, 4 ft. 8 in.
Fuel consumption, 18-20 m.p.g.
Capacity, 12 gallons.

On Road and Track with a 23-60 h.p. Vauxhall.

Some acceleration tests carried out from a steady speed of 10 m.p.h. to a speed of 30 m.p.h. proved that in this respect the overhead valve engine excels. On top gear the time occupied when accelerating from the lower to the higher speed was $12\frac{1}{2}$ s., and this was reduced to 6½s. by the use of second gear only, and to 6s. by the use of first and second gears. Fur-

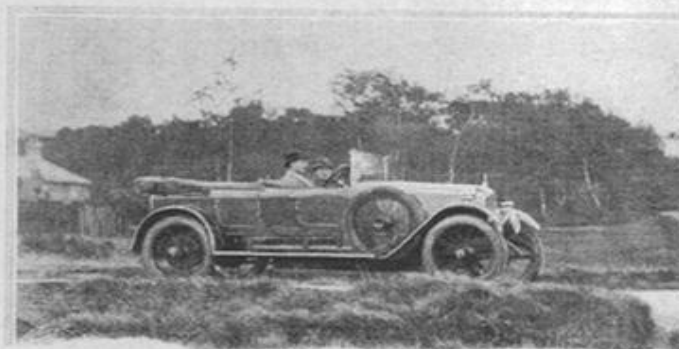
is a shade too high for a driver with very small feet. This, of course, is easily overcome by placing a small block on the floorboard.

Some details of the car's performance on ordinary hills are not without interest. The run up to Newland's Corner was made at a high speed on top gear, and, although third speed was utilised near the crest, in all probability top gear would have sufficed. On the rather rough surface of White Down's Hill the car was quite steady, and there was no sign of transmission "judder," second gear being employed and the speed being about 23 m.p.h. on the worst portion of the hill.

Box and Pebble Hills.

Box Hill was accounted for on third and top gears in a surprising manner, considering the weight of the car, while Pebblecombe Hill was taken as a fast second gear climb, owing to road repairs at the foot of the hill rendering anything else impossible, and a perfect stop and restart were made on the steepest portion near the top.

Regarding the comfort afforded, the suspension system, which consists of semi-elliptic springs both front and rear, is undoubtedly good, and the car holds the road well even on surfaces which are very far from smooth, while the coachwork has admirably chosen seat angles, and makes a long day's run possible without any



Graceful lines distinguish the coachwork, and are not marred by an untidy hood. The spare wheel is carried well forward to allow the off-side front door to be used with ease.

ther to demonstrate the flexibility of the engine, the driver throttled the car down, and, dismounting, walked alongside at a brisk 4 m.p.h. Incidentally, a word of praise is due to the excellent and quiet way in which the C.A.V. starter functioned.

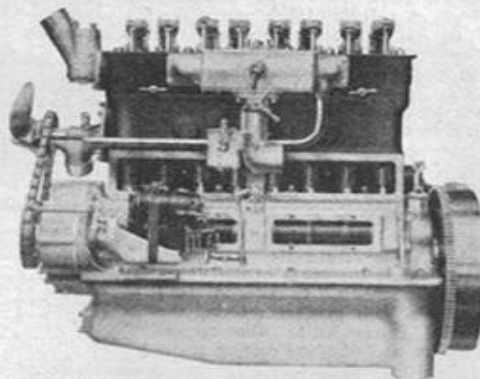
A feature of the new engine is the Lanchester balancing device, which has for some time been fitted to the 25 h.p. models. This was dealt with in detail in our description of the new chassis, and it is sufficient now to record the fact that its purpose, namely, to counteract the out of balance force set up by the angularity of the connecting rods is amply fulfilled. At no engine speed is it possible to detect any critical vibration, although when sudden acceleration is called for there is that feeling of great power being developed which is present with all four-cylinder engines, and which is by no means unpleasant.

Another feature of the new engine is the incorporation of a thermostat control for the cooling system, and certainly this would seem to be effective, for there was never any tendency for the engine to overheat, although it rapidly attained a good working temperature when starting away after a stop with the radiator comparatively cool.

Ease of Control.

It is admittedly a difficult task to render the operation of overhead valves quite silent, and to the critical ear a slight tappet noise is perceptible from the Vauxhall engine. This, however, is hardly noticeable, and, indeed, would probably not be noticed at all by the majority of owner-drivers unless they were listening for it specially.

Of the control of the car generally, it can be said that it is a sheer delight to drive. The steering is extremely light, the clutch is smooth in action and requires but little pressure on the pedal, while to effect a noiseless and easy gear change calls for but average skill. The controls are well placed, and the only criticism one can offer is that the accelerator pedal



Accessibility has been carefully studied in the overhead valve engine of the 23-60 h.p. Vauxhall. Cover plates give access to the valve tappets, which are provided with return springs. The magneto platform rocks to take up wear in the drive, a thermostat controls the cooling water temperature, and the rocker gear is encased by a neat cover (not shown).

feeling of fatigue. No body rattles exist, nor are they, from all appearances, likely to develop; the coachwork is, in fact, thoroughly in keeping with the high quality of the chassis; and there is no doubt that the new 23-60 h.p. Vauxhall car marks a decided advance upon the well-known 25 h.p. model which it is designed to supersede.

Evan Quarmby's 23-60 OD1072 is coming along nicely with a full restoration and is now a far cry from when Evan picked up the parts from Richard Walton in Sydney.

From this:



To this:



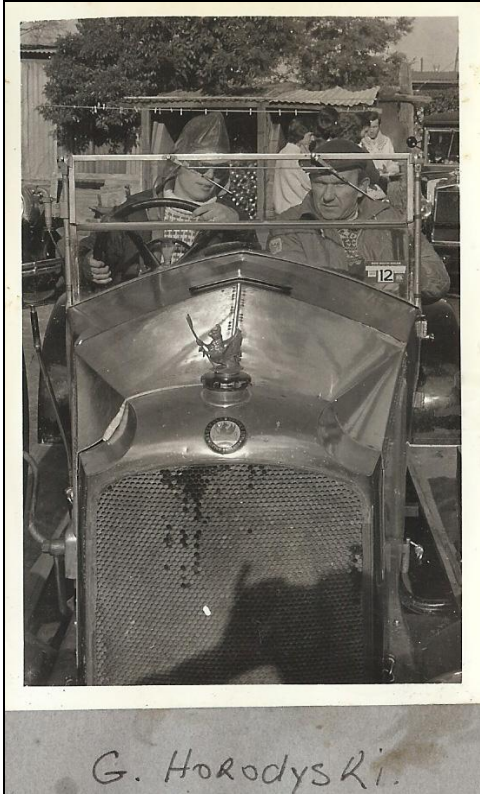
A few more archive photographs from the Vintage Motor Club N.S.W.



OE279



OD966





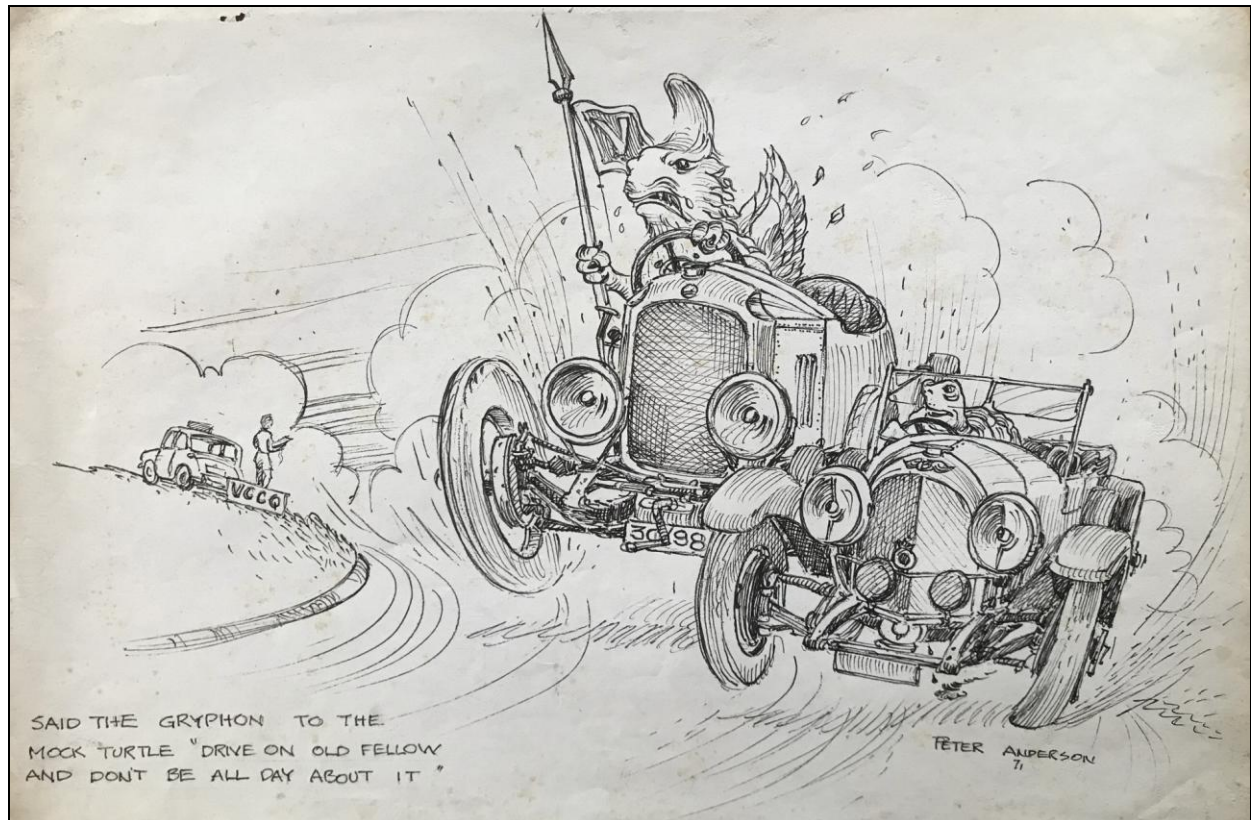
OD966



Peter Anderson from Queensland who owns OE124 sent me an assortment of his Vauxhall related sketches for the newsletter. As you will see Peter is a professional artist and captures the scenes very well and with a certain amount of humour.

Peter's sketch below depicts the Griffin in his 30-98 flying the flag as he overtakes a Bentley.

.....the Brockbank / Alice in Wonderland inspired 1971 cartoon of the Griffin overtaking the Mock Turtle.....(a quote from 'Alice')inspired by an incident on a VCCQ rally where I witnessed the Griffin overtake the Winged B with great gustoPeter



FOR SALES

Unmachined castings available from Dave Stuart mobile 04 2828 2360.

Aluminium elbow water transfer from radiator to the water pump.

Aluminium water transfer from head to the block.

Aluminium Two tone Klaxon horn bracket.

Aluminium vertical drive Klaxon horn bracket.

Brass Rotax Clarion horn bracket.

Aluminium top and bottom plate to the inlet manifold.

Aluminium C.A.V. side light plinth.

Brass hood rest.

Brass securing bolt and nut for hood to top of windscreen

Aluminium Jaeger driven speedo pulley.

Brass bracket for securing luggage rack to the rear dumb iron.

Wing nut to secure top windscreen to the top of the post.





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.

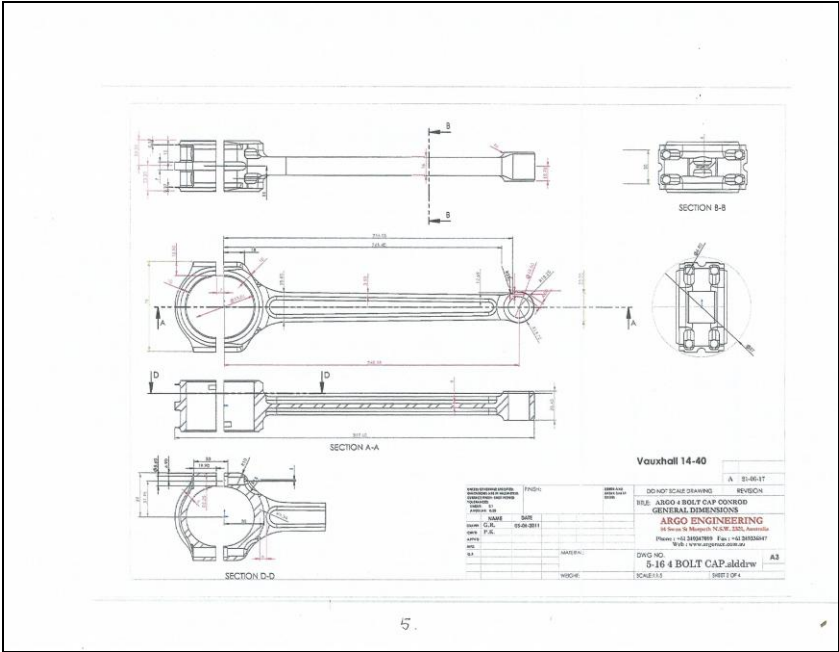
Timing chain conversion to roller chain for D, E, OD and OE models.

OE Cylinder Heads.

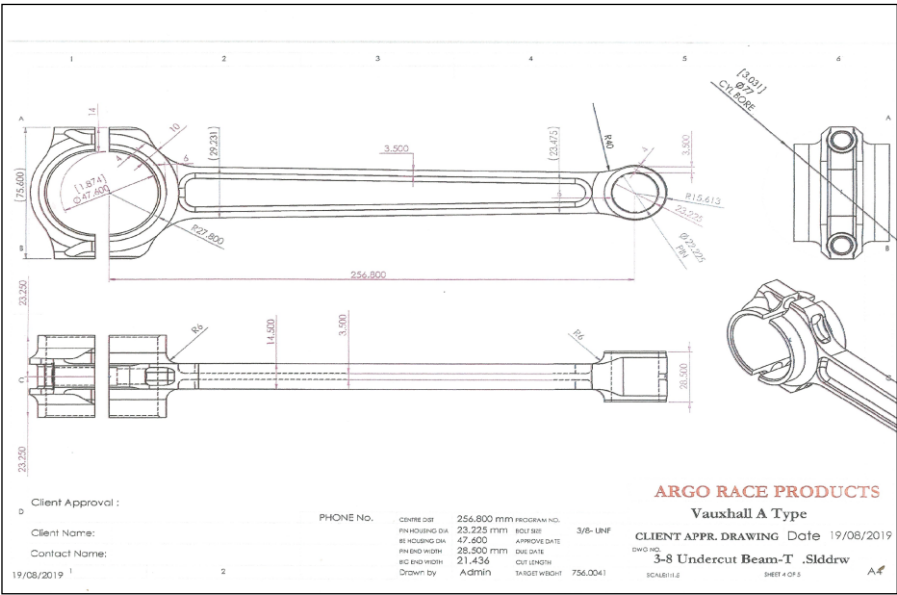
OE exhaust manifolds.

Services

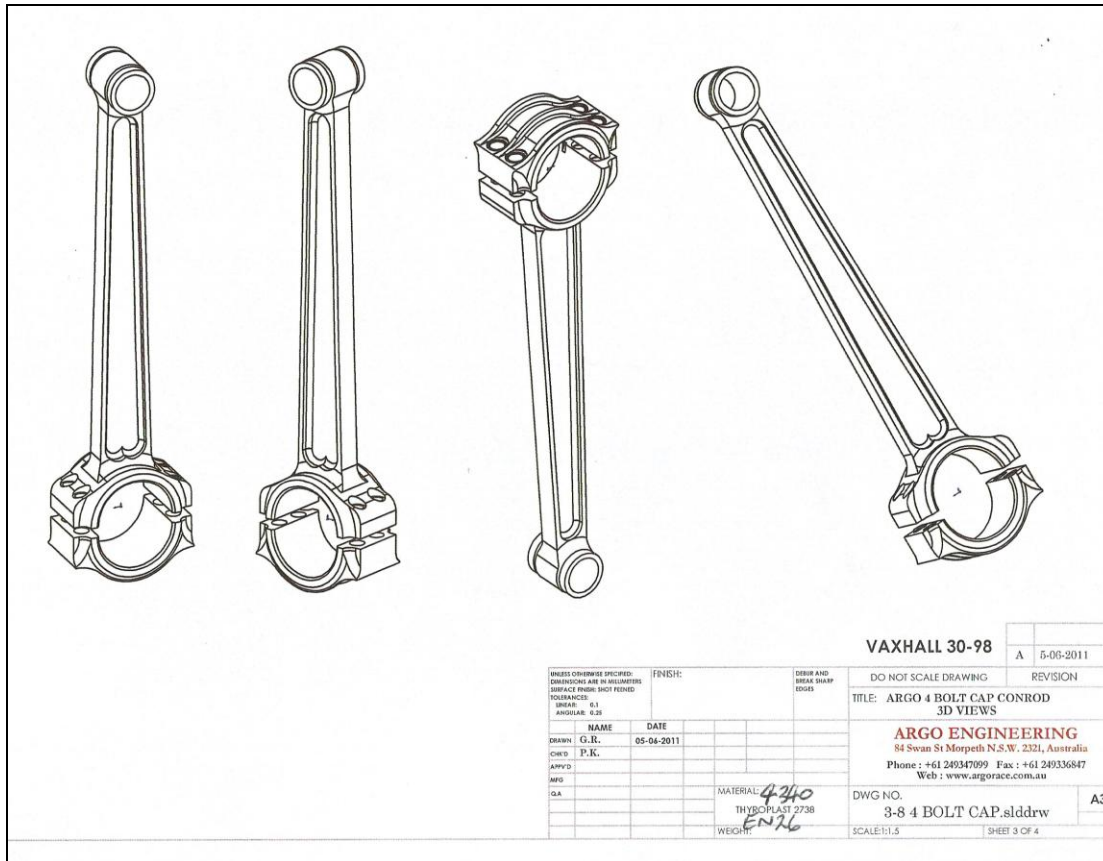
All aspects of restorations and maintenance including sub assemblies.



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.

Hi Dave

Just wondering if you might be able to circulate some details about my 14-40 that I'm selling. As you know its 1927 Vauxhall 14-40 LM (LM5167 - one of the last, hence details such as the timber dash). It is a 3 owner Bud Smith's 14-40 for sale car and has been in the Vintage Car Club of Queensland for over 60 years. It has been restored twice in that time however. It presents very well, is in good mechanical condition and has 5 brand new Firestone tyres. I've attached a couple of pictures. If any members are interested and would like more photos or details they can contact me on 0431 739 985. I'm asking \$40,000 and can include free delivery between Brisbane and Sydney and surrounds.

Kind Regards

Bud Smith

mobile: 0431 739 985

email: alistairtrentsmith@gmail.com





Greg Moore has decided to sell his father's 23-60 OD759. Greg's father Ray purchased the 23-60 from Murray McDonogh who in turn had purchased it from Peter Thorne who in the 60's had purchased it from the Craddick family in Victoria. The car had a 30-98 engine OE136 installed in it when owned by Peter and Murray however the 30-98 engine was replaced by OD626 engine prior to Murray selling the car to Ray Moore. Whilst in Ray's ownership OD626 engine was replaced with OD817 engine. OD817 engine was in 23-60 OD841 which I sold to Ray in 1966. This car is a lovely example of a two wheel braked 23-60 fitted with 23" lock ring wheels and has all the correct instruments and engine fittings. It is a sound motor car.

Hi David,
Further to previous conversation please find ad for Ray Moore's Vauxhall 2360 for inclusion in October Newsletter. Would you please advise any comments.
Will send photos in this and following emails.
Thank you.
Regards,
Greg Moore

1923 Vauxhall 2360 OD Chassis OD 759, Engine OD 817

Very original and "correct" car known in Vauxhall community owned by Ray Moore.

Original English Kington Tourer body, polished aluminium with black mudguards

23 inch wheels, tyres in excellent condition.

Black cloth hood, tonneau cover and side curtains in excellent condition.

Red upholstery (1960's)

Last registered 2019

Restored in early 1990s (while maintaining "patina" of original car)

Excellent mechanically, body very good

Participated regularly in VSCC events in 1990s and early 2000s

Last registered 2019

Known history 1960s to present.

Price: \$79,000.

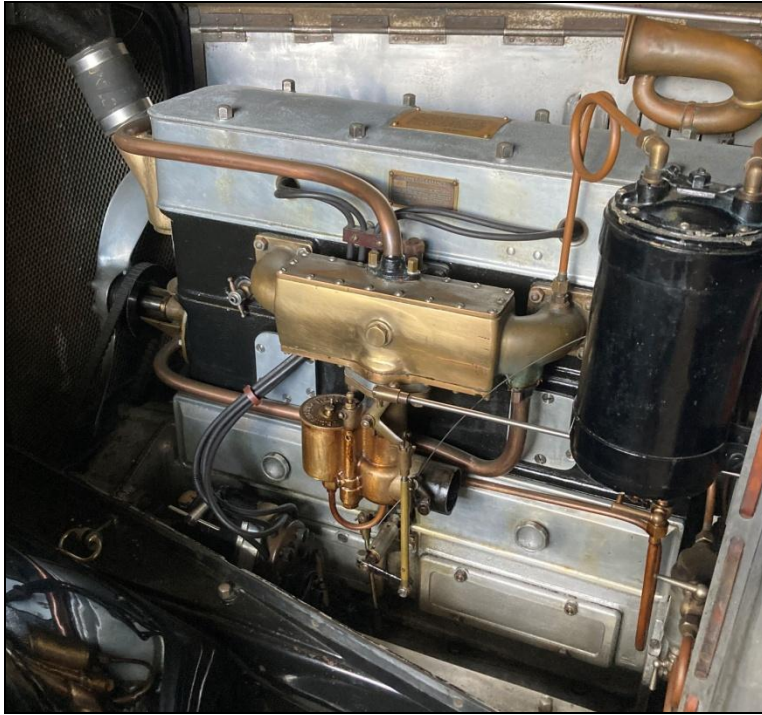
Please contact Greg Moore at: gregrmoore3@gmail.com mob: 0475575794



OD759



OD759's dashboard



OD817 engine near side



OD817 engine off side

Thanks again to all those who contributed with articles and photographs for this newsletter as well as those throughout the year.

More articles and photographs for the newsletter would be appreciated. Please surprise me as I am running short on material for 2023.

Have a merry christmas and all the best for 2023.

Dave Stuart.

Email: tubby2360@gmail.com

Mobile: 04 2828 2360