

# **A - D VAUXHALL REGISTER**

## **AUSTRALIAN NEWSLETTER**

### **FEBRUARY 2022**

Hello Everyone.

The three photographs below are of a UK 23-60 OD481 which lay in storage for many years and is now in the ownership of Mark Walker who has re-commissioned the car's mechanicals only and left the body and trim in the original condition as found.

In a previous article I mentioned this car OD481 and our 23-60 OD494 more than likely were on the production line at the Vauxhall factory in Luton together in 1923 as their front axle, steering box, gear box and differential numbers are only one number apart.

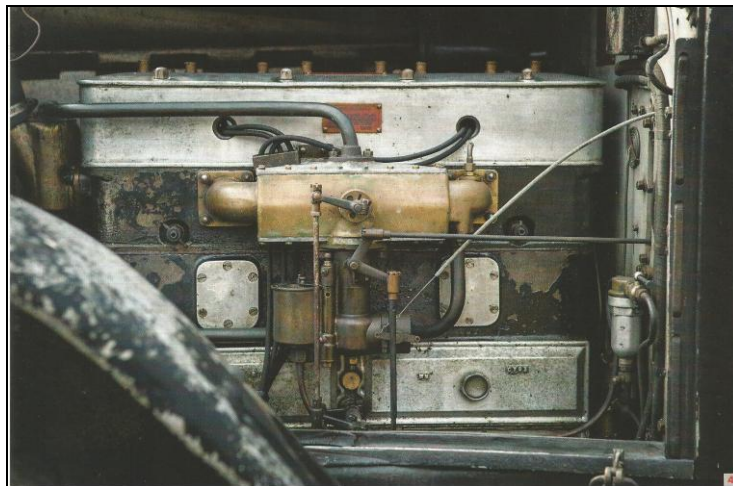


*OD481 at speed in the UK (sorry for blurry photo)*

**OD481 is fitted with a lift up cowl in the rear compartment which has an Auster screen attached. You can tell from the photograph it is an original fitment and I have not seen one of these fitted to any other 23-60.**



**When the car was recovered it was fitted with I think a Tillotson carburetor. As I had the spare carburetor for the car which is a Zenith FS 42mm I sold it to Mark and as you can see from the photograph it is now fitted to the engine.**



*OD481 engine*

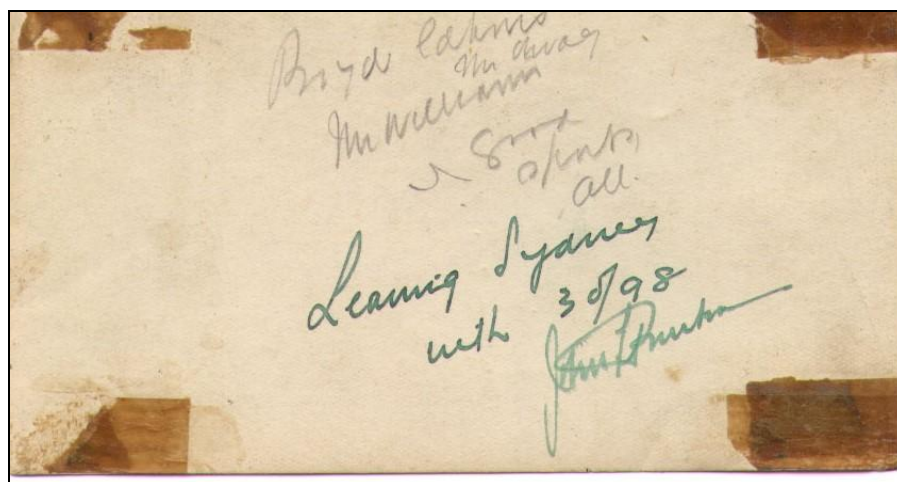
**Phil Virgona sent me the photograph below from a Queensland article headed Vintage Vauxhall on a dirt road. The car belongs to Rob Robson and is a special Rob built up with DA3394 engine.**



**The photograph above is of a youthful Margaret Ogle standing beside their 23-60 OD966. This car is now owned by Max Stephenson of Wamuran in Queensland and for sale as per our last issue.**



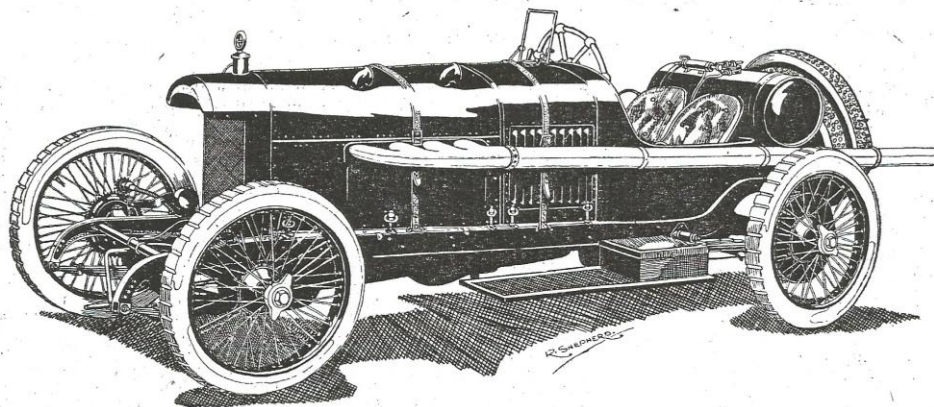
Ian Hayward sent me the photograph below which depicts John Burton and Bradley setting off on a record breaking run. In the February newsletter this year appears a more fuller photograph of this same event. The car is E274 and is Boyd Edkin's record breaking car. Also in the photograph is an M Type, Prince Henry and another Vauxhall hard to tell other than with a sloping windscreen probably an Australian body.



*Rear of above photograph*

Below is another Bob Shepherd article on the 1914 Grand Prix Vauxhall.

RACING CARS THROUGH THE YEARS—No. 63



## The 1914 Grand Prix Vauxhall

By R. SHEPHERD

**A**LTHOUGH not sufficiently prepared to have a good chance of winning the 1914 Grand Prix at Lyons, the three 4½-litre Vauxhall entries were amongst the most interesting of all that famous line-up of cars for that fateful race.

They were designed by L. H. Pomeroy and were potentially as fast as any cars in the race, but the rear cantilever suspension handicapped them by promoting violent oversteer and heeling-over on corners; and also there was some fuel starvation due to the acute taper on the carburettor needles and not providing enough pressure to force the fuel fast enough through the orifices round the needles. Later, when the war was over, the rear suspension was altered to semi-elliptic and the carburettor trouble attended to, among other things.

And in this form the 1914 G.P. Vauxhall competed very successfully at Brooklands and in hill-climbs etc. with much success, achieving a lap of Brooklands at 108.74 m.p.h. in 1921. All these faults could possibly have been eliminated in time for the French Grand Prix at Lyons in 1914 had the team had more time for preparation. However, this was no excuse, as the date of the race was known well in advance.

The three Vauxhalls were handled by Hancock, Watson and the American, Ralph de Palma, and none of them managed to finish the race.

The engine had four cylinders cast in one block in cast-iron and with integral head. Bore was 101mm. and stroke 140mm. and the capacity was just under 4½-litres. There were four overhead valves per cylinder set in the cylinder heads at the unusually small angle of only 18 degrees from the vertical. These were operated by two overhead camshafts which were driven from the front of the crankshaft by a vertical shaft with a worm at its upper end which engaged with worm-wheels on each camshaft. This had the merit of automatically allowing for differences in

height of the camshafts from the crankshaft due to heat expansion, gaskets under the block etc.

All valves were the same size and each one had dual springs, stems and springs being exposed. There were rockets between cams and valve stems and the block was bolted to an aluminium crankcase, the crankshaft being counterbalanced by weights fitting into machined slots on the crank web extensions and then rivetted on.

The pistons were steel Zephyr type, in which there was a slightly domed head and a narrow section of full diameter at the bottom. The rest was only about half cylinder diameter as in certain steam engine practice. A steel piston of approximately the weight of a normal aluminium one was the result, with considerably less friction and no expansion problems of any note.

Connecting rods were H-section and there was one plug per cylinder in the centre of the head and fired by a 4-cylinder magneto which was mounted in the engine bulkhead and driven off the rear end of the inlet camshaft. The inlet manifold was water-heated and the carburettor was a Zenith up-draught. The exhaust manifold had four large oftakes and the large-bore pipe continued unusually far back on the near-side.

A cone clutch took the drive to the four-speed gearbox which was integral with the torque tube—this also enclosed the transmission brake. The front of the gearbox had a large spherical joint which took driving torque, the whole gearbox-torque tube assembly moving slightly in sympathy with the rear axle. The footbrake operated on the transmission and the handbrake on the rear wheels.

Wheels were Rudge-Whitworth wire with knock-on hubs and 875 x 105 beaded-edge tyres in front with 880 x 120 at the rear. The front axle was H-section with the springs passing through slots forged in it



as on Bugattis of later years. The axle had faired wooden sections bound to it which were supposed to reduce wind resistance, and a spare magneto was carried.

Crankcase ventilation was via two large pipes which connected to ships' ventilators on the bonnet near-side and facing to the rear. Front springs were semi-elliptic and rear were cantilever, and down-type shock absorbers were used.

The frame was channel-section with an upsweep over the rear axle, the frame ending abruptly at about rear-wheel level. Later sections were added to take a cross-member and the rear ends of the semi-elliptic springs when these were fitted. Steering was by worm and wheel with beautiful cast-aluminium steering wheels having 6 spokes and large knobs opposite each other—a copy of a ship's steering wheel which Pomeroy had seen in 1912 and used in his 1913 3-litre cars.

Wheelbase was 9ft. 3in., track 4ft. 6in. and weight was 25½ cwt. with driver and mechanic and all fuel. The engine developed 130 b.h.p. at 3,500 r.p.m. and the car could attain nearly 115 m.p.h.

The body was a 2-seater with bolster tank and two spare wheels behind. Like all its contemporaries, it was an inordinately good-looking car with a purposeful thoroughbred look, perhaps unequalled since. However, good looks are in the eyes of the beholder.

#### ENGLISH NEWS LETTER (Continued)

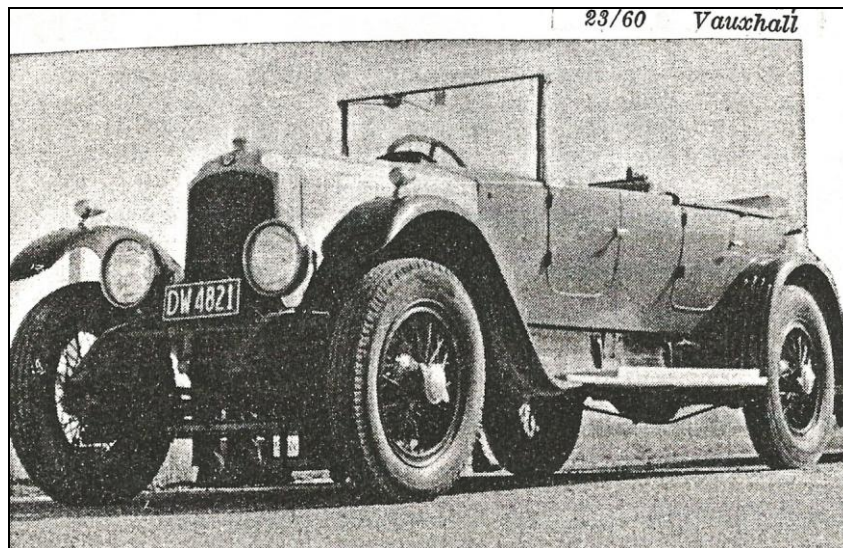
Nordhoff emphasised that there is no intention of changing the fundamentals of the VW, so depreciation need not be feared, but in such matters as more room inside, more luggage space and twin exhaust pipes

it is a better car than ever before. And I think the new Kermann Ghia coupe VW is going to be one of the attractions of the Earls Court Motor Show next month.

The Nine Hour Sports Car race was run in blazing heat and finished in a mistless night. For a while Hawthorn led in one of the three 3-litre four-cylinder Ferraris but a delay while the gearbox was made to work allowed the works Aston Martins to forge ahead. They had lost Parnell's car after a lap with axle trouble but the other DB3S cars went very fast, challenged only by the lone Ecurie Ecosse D-type Jaguar and, until its gearbox broke, by Schell's Ferrari. The Jaguar lost some time having a damaged wing and lamp repaired which it never recovered, so that the Walker/Poore Aston Martin won at a convincing 82.24 m.p.h. with the Scottish Jaguar driven by Titterton and Sanderson second and the Collins/Brooks Aston Martin, delayed towards the end by temporary misfiring, third.

An H.W.M.-Jaguar driven by Macklin and Smith was fourth, the Berry/Dewis D-type Jaguar fifth and a 1½-litre Connaught handled by Leston and Scott-Brown (whose Lister was not ready in time to run) sixth. The Connaught won the 1½-litre class at 76.56 m.p.h. from a Cooper-Climax and a Porsche and the 2-litre class was won at 73.2 m.p.h. by a Lister-Bristol from a Lotus-Bristol and a works Lister-Bristol. Moss was leading the 1½-litre class when his Porsche Spyder was eliminated in a crash with Crook's Cooper-Bristol and Hawthorn set a new sports car lap record of 91.14 m.p.h. before his Ferrari retired with back axle failure. An accident unfortunately cost the life of Michael Keen. Gaze retired the Kangaroo Stable DB3S Aston Martin with a sheared distributor drive.

**The photo below is of an unknown 23-60 in South Australia.**



Murray McDonogh sent me the period photograph below of what appears an A Type. The car is fitted with acetylene lights with a gas producer on the running board. It looks as though the photo was taken in France during the great war and notice the two soldiers washing the horses in the stream.



The following photographs were sent to me by George Seymour and were taken by his brother in 1986-7 at Amaroo race track.



*Vauxhall pits & M1028*



*Richard Walton in M1028*





*Dave Manhart in OD1303*



*Wayne Merton in OE95*

*Richard Worboys in OD730 & LM4786*

In a previous issue of the newsletter I included an old advertisement which always took my interest on a shed in East Maitland advertising Doctor Morse's Indian Root Pills. Recently George Seymour sent me some literature for the newsletter and low and behold some information amongst the papers for us veteran and vintage Vauxhall owners. Read the article below as I am sure some of the "invaluable" benefits of the good doctor's pills will help you at the end of the days motoring in your Vauxhall. Remind your navigator that Doctor Morse recommends "when packing for a trip, be sure and include a bottle in your handbag". Also note the pills can be taken for a headache which as we know commonly applies to our navigators.





# For MOTORISTS

Dr. Morse's Indian Root Pills are Invaluable

Whether one motors for business or pleasure, either as a driver or passenger, Dr. Morse's Indian Root Pills will be found a valuable accessory. From a business point of view, the motor



to-day is a necessity, being the most rapid, convenient method of transit. For pleasure it is popular because one can have an outing and go sight-seeing without exertion.

and perhaps feel bilious, due partly to bad, bumpy roads, which have stirred up the liver, and partly owing to the lack of sufficient exercise to keep the organs working smoothly, to say nothing of nature having been possibly neglected.

But how often does one find at the end of a day's motoring that they have a splitting headache,

It is just as essential to keep the human system in as proper working order as a motor car, and even more so. When retiring at night after a day's motoring, Dr. Morse's Indian Root Pills will be found of greatest benefit, and when packing up for a trip, be sure and include a bottle in the handbag.

**Sweet Scones.**—Two cupfuls of plain flour, one teaspoonful carbonate soda, one and a-half teaspoonfuls cream of tartar, one level dessert-spoonful butter, dissolved in two tablespoonfuls of boiling water. Add enough milk to fill a cup, one dessert spoonful sugar, pinch of salt, mix well, cut out and bake quickly. A few sultanas or raisins may be added as desired.

**Whipped Cream Substitute.**—Add a sliced banana to the white of an egg, and beat until stiff. The bananas will entirely dissolve, and you will have a delicious substitute for whipped cream. If bananas, which are needed for salads, sandwiches or sweets, when skinned are sprinkled with lemon juice, the bananas will not discolour. The lemon juice will also improve the flavour.

**Haricot Curry.**—Take half a pint of haricot beans, one onion, two tomatoes skinned and sliced, an ounce of butter, half a teacup of water, a tablespoon of curry powder, two bay leaves, and the juice of a lemon. Soak the beans overnight, and boil till tender, but not broken. Drain and put aside. Mince the onion and fry it in the butter with the bay leaves till a golden brown. Stir in the curry powder, then the tomatoes, lemon-juice, water and beans; make all thoroughly hot. Turn out upon a large slice of fried bread and serve in a border of rice.

**When Making Batter.**—Batter requires a thorough beating to let air into the mixture, so the more it is beaten the lighter it will be. Batter should always be allowed to stand at least an hour before using. Batter is lighter when the milk used for mixing is diluted with water, as milk alone has a tendency to make it tough. The flour must be dry, and sifted. It must be added gradually to prevent the formation of lumps. Any egg and batter mixture must be served immediately it is cooked.

*An economical remedy—DR. MORSE'S INDIAN ROOT PILLS*

The two photographs below are of Vauxhall tyre pressure gauges. I bought the one in the top photograph years ago on ebay out of the UK however the second one which I have not seen previously was recently advertised on Pre War Cars.

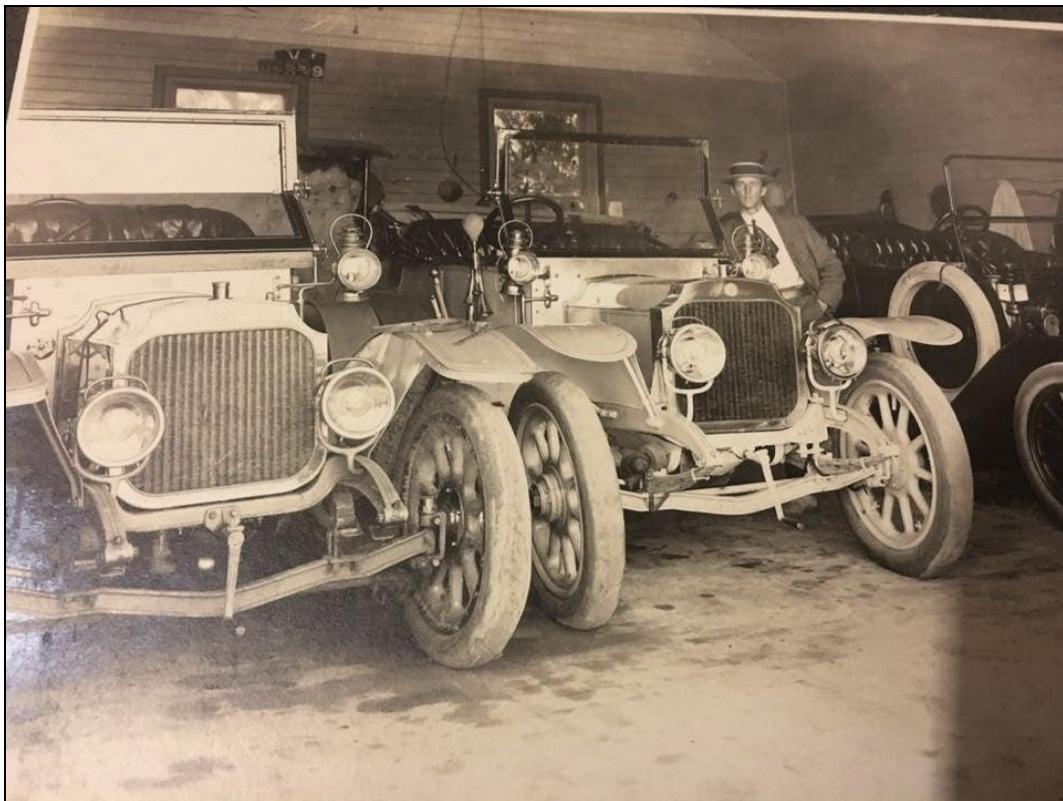
Murray McDonogh advises that he has one of the Schrader type tyre gauges and he is of the opinion that the patent number on the gauge indicates it is earlier than the one in the top photograph.



**John Kent sent me the photograph below he found on Face Book under Old Australian Photographs. The two Vauxhalls look like A Types however there is no information as to where the photograph was taken other than it may have been in Wentworth N.S.W. If any reader has any further information please let me know.**

**To open the below link to see further photographs hold the ctrl button down and click on the link.**

[https://www.facebook.com/groups/285331078563486/?hoisted\\_section\\_header\\_type=recently  
seen&multi\\_permaLinks=1254789138284337](https://www.facebook.com/groups/285331078563486/?hoisted_section_header_type=recently_seen&multi_permaLinks=1254789138284337)





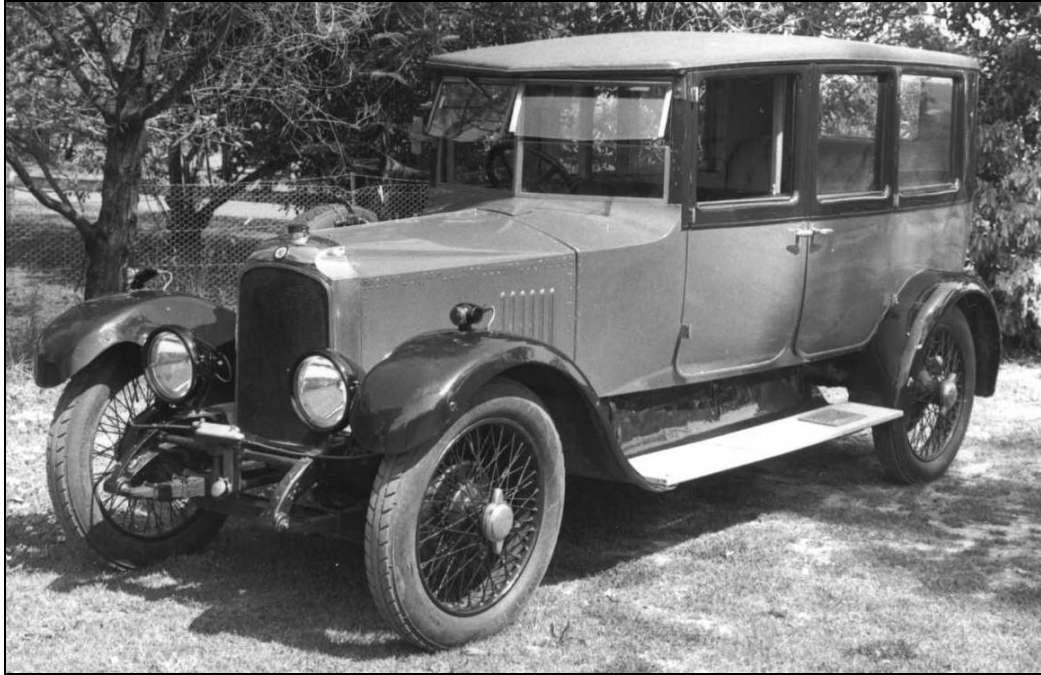
The name now escapes me of who sent me the photograph below depicting a Prince Henry.



The black and white photograph below is of 23-60 OD844 affectionally known as “The Perpendicular” in the front yard at John Giddy’s home in Kenthurst. John bought the car from the UK however unfortunately prior to it leaving for Australia the original nickel plated C.A.V. headlights and side lights were removed from the car and replaced with these non original lights. Also the chassis plate was removed and replaced with another OD later chassis plate.

I won’t go into the details as why this was done however feel that it was such a shame the car was so original prior to it leaving the UK for Australia.

The 23-60 is fitted with a Grosvenor body and was sold after John died and it now Paul Talliano in Victoria.



*OD844*



*OD844 in the UK prior to coming to Australia*

Whilst on the subject of John Giddy, the photograph below was taken near Jenolan Caves when John and I were on a V.S.C.C.A. rally. We had stopped on the side of the road and yours truly can be seen disappearing into the cover of the bush for a comfort stop. John owned OD844 at the time and I owned OD233 shown with the hood up.

Readers with a keen eye will observe John's 23-60 is wearing plates OD844 which he had purchased from the Transport Department and were to be fitted to the Grosvenor Saloon OD844 when it was restored.



*OD233 and OD494*



**The three photographs below are of Peter Weir's A Type Vauxhall A09.01.**

**The top photograph is of the car wearing its second body as it was when owned by Ron Grant of Ingleburn.**

**The middle photograph shows a youthful Martin McCarthy at the wheel of the car when it was in the ownership of Gunnar Sundell and had been restored with a new body.**

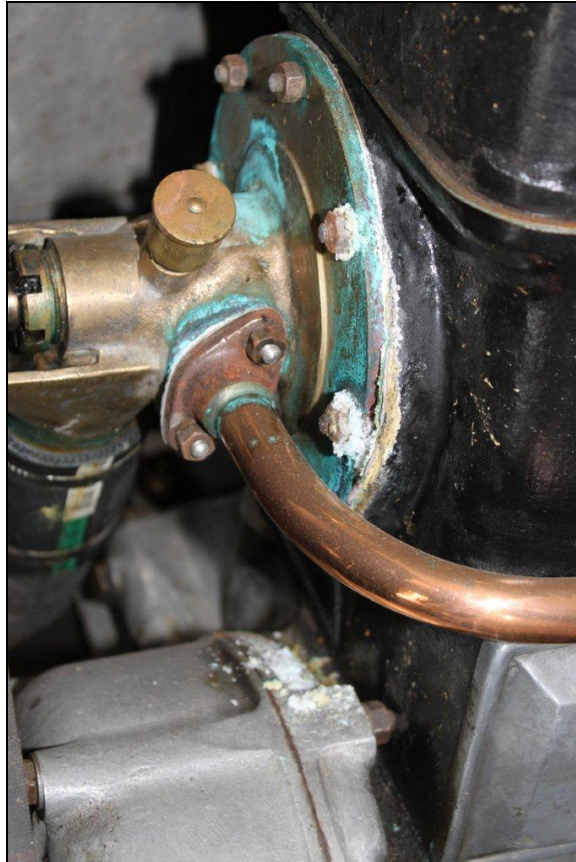
**The lower photograph is of the car in its present form following its restoration by Peter Weir who built this period body and guards for the car.**





**Stray current loss occurs usually in old wiring where electrical current escapes and gets into the cooling system causing electrolysis. Sometimes it can be remedied by placing an additional earth to your battery, if this does not cure the problem old wiring needs replacing.**

**The photograph below shows the result of electrolysis of the water in the cooling system of a Vauxhall engine similar to what you see occasionally on dirty battery terminals.**



**The photograph below is of OD494 when it arrived by pantec at Kenthurst after it was purchased by John Giddy at the auction held at Tullarmarine Airport in 1990.**

**John also purchased a quantity of spare parts that were also auctioned separately to the car and included a D Type differential which can be seen on the floor of the pantec behind the car.**

**OD494 has now been owned by Mary and I for the past 26 years.**





The photograph below shows all the spare parts John purchased at the auction.



The photograph below was taken along the Old Hume Highway at Bredalbane in N.S.W. and shows John Giddy's E Type E366 being driven by the then owner Greg Mackie, Murray McDonogh as passenger and John's wife Marion in the back seat with arm up emptying some of John's ashes from rear of the car.

**This section of road is where Boyd Edkin's ashes were also spread as it was his favourite section of good straight road where he would open up the car and make up some lost time on record breaking runs.**

**The team of Vauxhall drivers lining each side of the road were raising there glasses of John's favourite port to bid him a final farewell.**

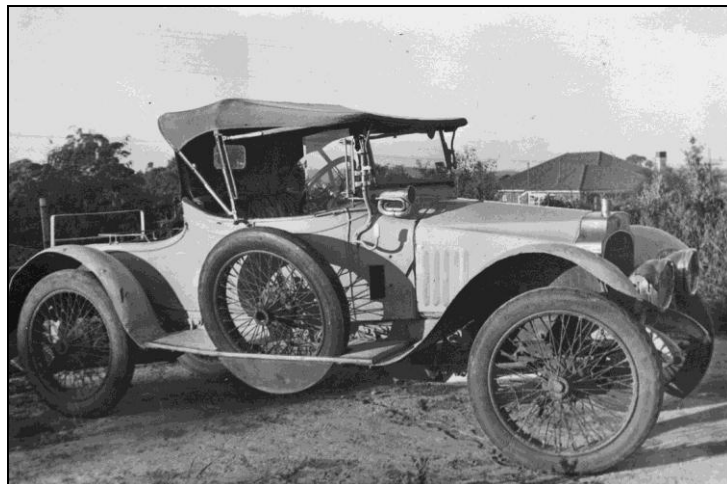


*Old Hume Highway Bredalbane N.S.W.*

**The photograph below is Ron Heine's 1913 Ascot bodied A Type A54 when it was in the custodianship of Martin McCarthy of Castle Hill in Sydney. Ron died recently and I will advise in a coming newsletter what is to become of the A Type.**



**Ron has owned his A Type since the 1940's and the photograph below is a period shot taken when Ron used the car as his every day driver.**

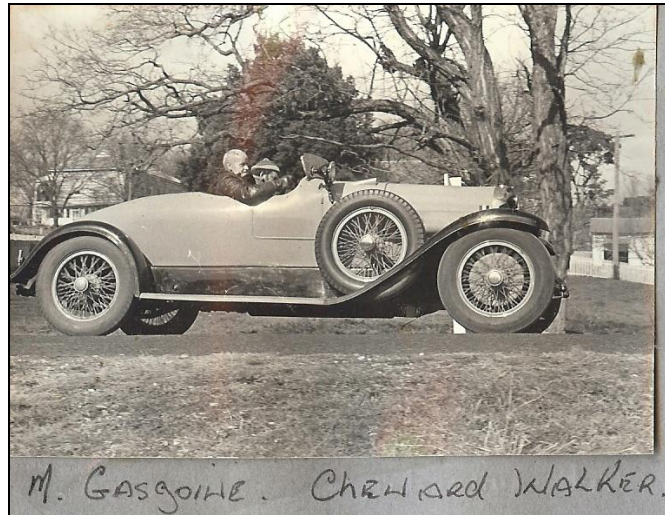


*A54*

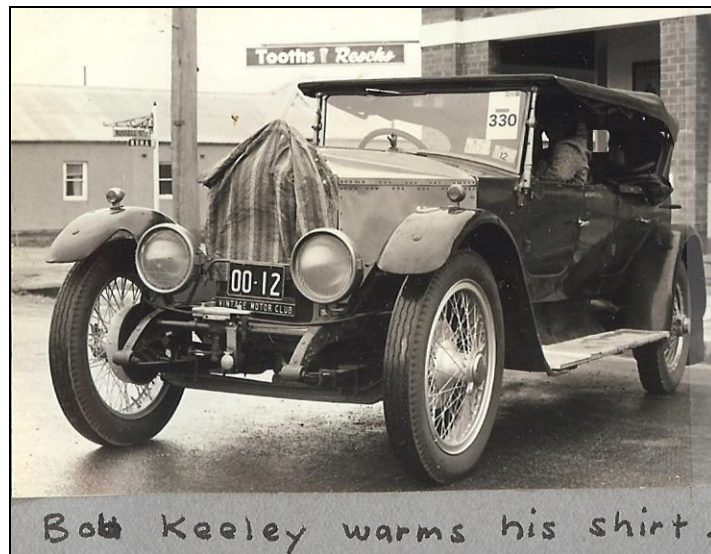


Some more photographs from the archives of The Vintage Motor Club.

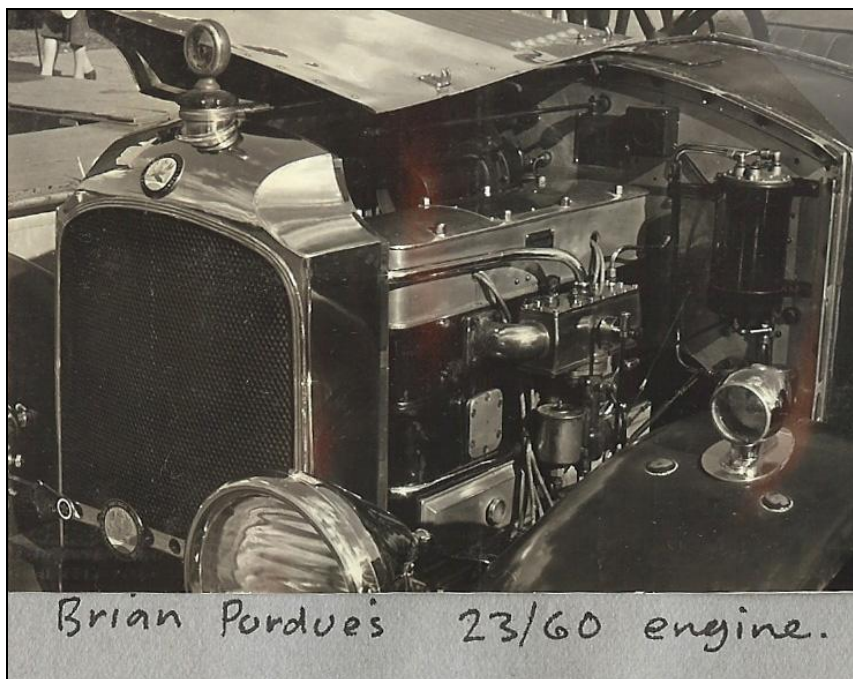
The first whilst not Vauxhall shows an interesting Chenard Walker roadster owned by Club member M. Gasgoine.



*1973 Mountain Rally*



*1972 Mountain Rally OD949*



*1972 May Charity Run OD781*



*1972 May Charity Run*

*Don is still a member of the V.S.C.C.A. with his Hotchkiss*



*1960's*

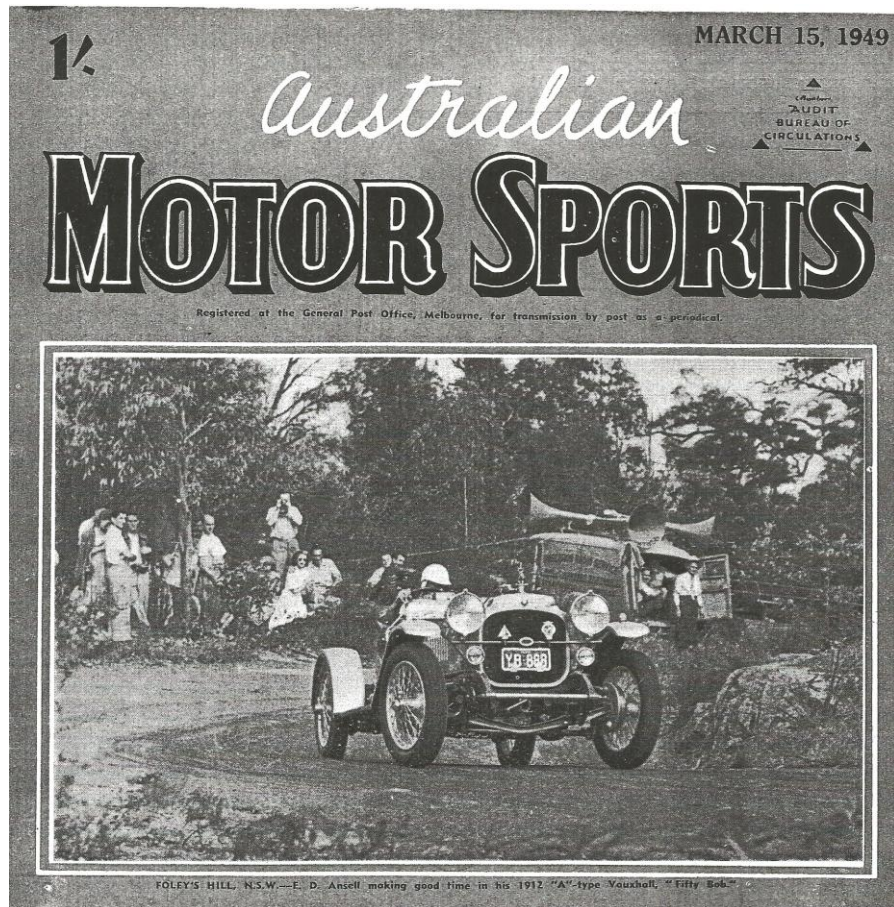
*This 20-60 Special owned by Cyril Stanbridge had a body built from a underwing fuel tank from a wartime aeroplane*

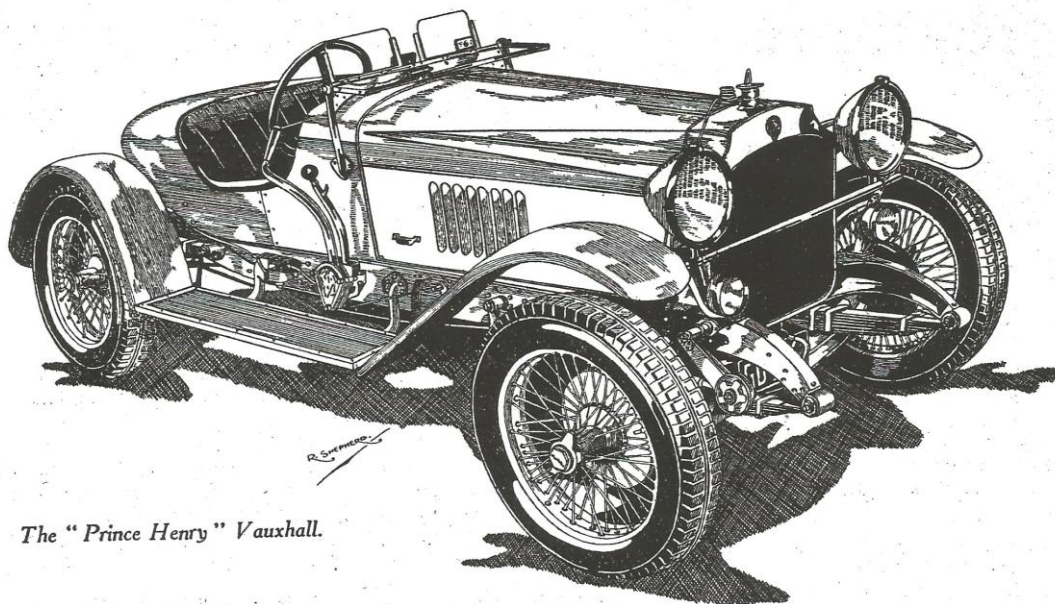


*1964 Warwick Farm D3883*



Below is one of three articles from the archives of the V.S.C.C.A. written by one of the founding members Bob Shepherd. He wrote articles accompanied by his drawing of the 1914 Grand Prix Vauxhall, the 1922 3 litre TT Vauxhall as well as the article below on 1914 A210 Vauxhall known as Fifty Bob.





The "Prince Henry" Vauxhall.

## VINTAGE COMPETITION CARS of Australia—No. 11

By R. SHEPHERD.

This car is doubtless the best known Vintage car with a history ever to come to Australia, and to-day, thirty-five years after it was constructed, it is still as fit as ever and kept in beautiful condition by Bill Chadwick, of Bathurst—its owner for many years.

The car originally had an open 5-seater touring body, typical of the period, but around 1924 the present polished aluminium 2-seater was fitted. The machine is a 1912 "A" type Prince Henry, of which type 43 were made during that year, at a cost of £605 each. "Fifty Bob" (so called because her chassis number was A 210) was, in fact, got together expressly to ship out to Boyd Edkins for the purpose of making a name in Australia in competitions for Vauxhalls. Boyd Edkins cabled the designer, Laurence Pomeroy, to send him out a suitable car, and they happened to have the engine of A 210 on the bench undergoing tests, as it had previously been in a customer's car and he was so disgusted at its performance that the company replaced his car with another. On examination, the engine was found to have a very low compression ratio due to a defect in the cylinder block casting, so the inside of the top of each cylinder was machined out to allow sufficient clearance between the pistons and the valves (needless to say the engine has a fixed head) and  $\frac{1}{4}$ -inch was planed off the bottom of the cylinder block casting to raise the compression somewhat. Pomeroy then put the engine on the bench again and 65-68 b.h.p. was obtained. The old engine was then fitted to chassis A 210 and shipped out to Boyd Edkins shortly after the 1914-18 war.

Boyd Edkins won so many events, reliability trials, etc., that some competitors queried whether the engine was standard and Laurence Pomeroy provided a letter for club inspection to say that apart from the above work, the car was a standard model.

The car won the Sydney—Brisbane Trial in 1921, together with most of the sub-events; the Artillery Hill and Kurrajong hill climb records were broken many times, and the car was later driven very successfully at Maroubra Speedway and at Penrith by Dick Clark. A 210 also broke the Sydney to Melbourne and Sydney to Brisbane records at least once each.

The engine of A 210 is a four cylinder side valve with head cast integral with the cylinder block. There are eight screwed-in valve caps, upon removal of which the valves are accessible. The cylinders have a bore and stroke of 90 x 120 m.m., giving a total capacity of around 3,000 c.c. (incidentally, a similar engine fitted into a streamlined single-seater car was the first 3 litre car to achieve 100 m.p.h. in 1910 at Brooklands). The engine is rated at 20 h.p. and has a higher lift camshaft than standard, also a lightened flywheel. The crankshaft is unbalanced and machined out of a solid steel billet, while the camshaft and magneto are driven by a silent chain from the front of the crankshaft; the crankcase and sump being made of aluminium. The sump has a wire oil filtering screen which can be pulled out from the front just like a wardrobe drawer; cleaned and replaced—the "E" type 30/98 Vauxhalls also possess this feature. The sump also contains a float oil level indicator and an armoured glass window to inspect the level visually.

The pistons are aluminium with domed tops and are connected to the crankshaft by "Vickers Duralumin" con rods, with four big end bolts each; the compression ratio being around 6 to 1. The crankshaft runs in 5 plain white metal lined bearings and lubrication is by means of a plunger type oil pump feeding the mains and big ends through a gallery cast in the crankcase and the timing chain through the pressure relief valve situated in the end of said gallery.



The carburettor is a Claudel-Hobson with barrel throttle situated on the offside, while ignition is by two plugs per cylinder fired by a Bosch "ZU4" magneto of two spark type on the near side. The drive passes through the Hele-Shaw type clutch with alternate copper and steel plates to the separately mounted 4-speed gearbox, which is identical in design and ratios to that fitted to the "OE" type 30/98 models.

Both engine and gearbox are mounted in an angle section sub-frame and the clutch is fitted with an effective clutch stop. A C.A.V. generator is fitted driven by a pulley mounted on the fabric type universal joint between the engine and gearbox. No starter is fitted.

The channel section chassis frame is almost identical to that of the 30/98, with channel section cross members and upswept to clear the rear axle. The 12 gallon fuel tank is mounted at the rear and fuel is fed by pumping up pressure with the hand pump to start the engine, then the mechanical plunger pump takes over, working at a pressure of 2 lb. per sq. in. and mounted on top of the oil pump. The straight cut differential has a ratio of 3.6 to 1 (higher than standard). Most "Prince Henry's" had a handsome V radiator and it seems likely that when A 210 was assembled the firm had a number of flat radiators on hand as fitted to the "D" type cars supplied to the Army during the Great War and thus equipped A 210 with one.

The cooling is by Thermo-syphon and the fan originally fitted has been discarded. The steering is worm and wheel a steel worm and bronze wheel being contained in the box, which, incidentally, shows no wear after 35 years. The cooling system holds about 6 gallons. In her prime, "Fifty Bob" could steam up to nearly 100 m.p.h., and even to-day in her untuned state is as fast as 90 per cent. of Yank saloons. The dash contains the air pump, air pressure gauge, oil pressure gauge, combined amp and volt meter, water temperature gauge, 100 m.p.h. speedo and rev. counter to 4,000 r.p.m. The engine peaks at

2,500 r.p.m., but can run up to 3,000 with very little increase in efficiency. In other words, the power tends to fall above 2,500 r.p.m.

The following are the modifications carried out through the years apart from the aforesaid body change. The chassis was shortened by 18 in. in the car's Penrith days, making its wheelbase now 8 ft. 10 in. The springs are special, consisting of many very light leaves strengthened and tied together with a separate leaf underneath to prevent the leaves opening up. The original 880 x 120 beaded edge tyres are now replaced by 500 and 5.25 on 21 in. wheelbase rims. The oil pump has been modified to double the size of its original bore—the car once broke the pipe to the gauge at 70 m.p.h. and pumped out the whole two gallons of Castrol before Bill Chadwick could stop the car—into his lap! All the above modifications, including lighting the flywheel were carried out by Boyd Edkins during his ownership of the car.

The fold flat screen, mudguards, aero screens, headlights and running boards have all been fitted since then. The brakes were originally foot on the transmission and handbrake operating 8 in. drums on the rear wheels only. The car now has Sunbeam brakes fitted to the old hubs—Perrot-Servo in front and twin shoe brakes at the rear, one set operated by foot pedal and the other by the outside handbrake.

A four-branch external exhaust pipe has also been fitted with Brooklands-type silencer. Wheels are knock-off Rudge wire type and A 210 now turns the scales at 23½ cwt. It can do around 75-80 m.p.h. in its present state and 26 m.p.g. on a trip.

The torque is taken by a pressed steel arm in similar fashion to a 30/98 and the original 30/98 type universals have given place to Hardy Spicer type units.

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





**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.**

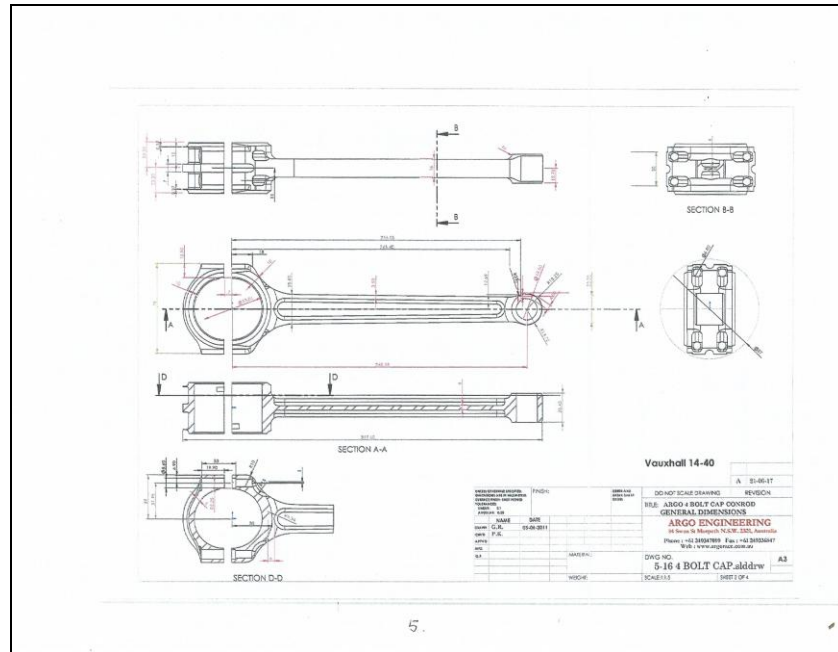
**OE Cylinder Heads.**

**OE exhaust manifolds.**

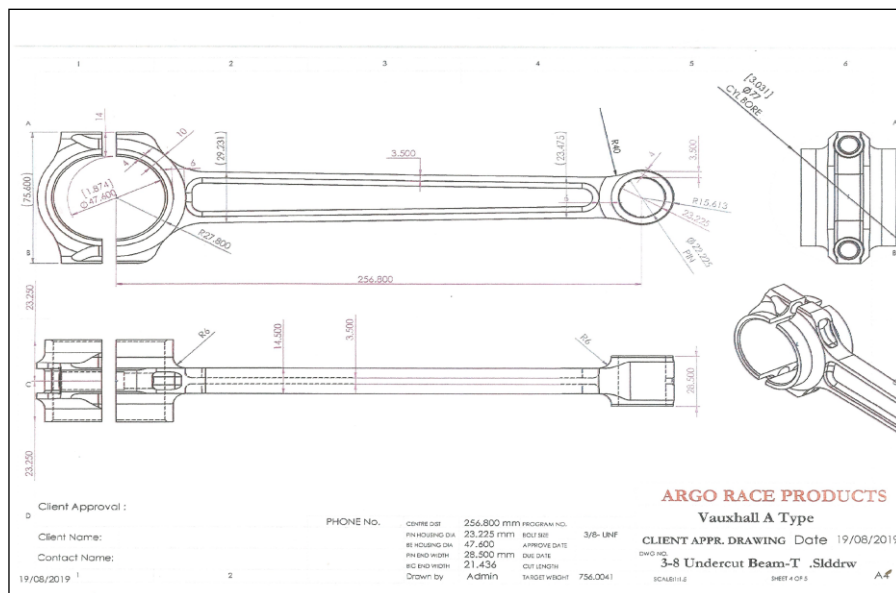
Services

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

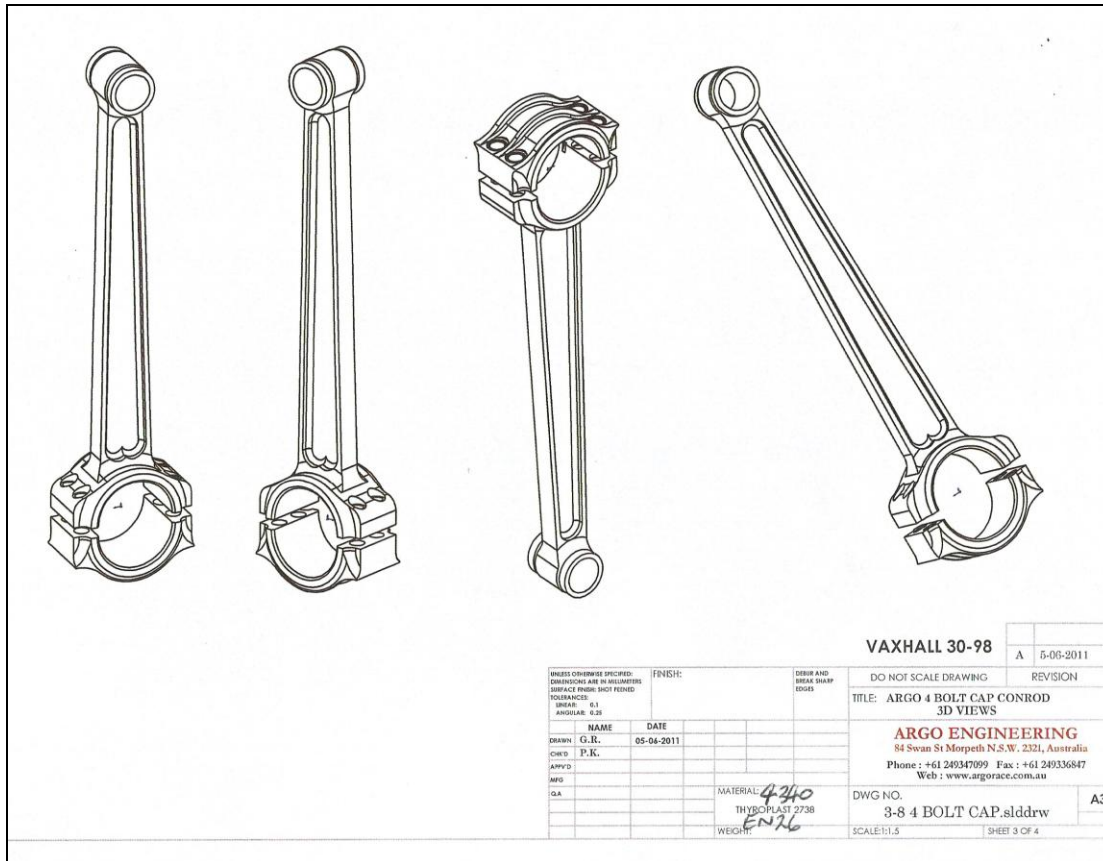
**ARGO ENGINEERING – 84 Swan Street, Morpeth N.S.W. Phil and Adam Ph 02 49347099**



**14-40 Conrod**



**A Type conrod**



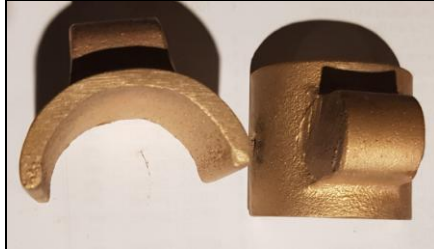
*30-98/23-60 conrod*

**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.**



**DAVE STUART mob 04 2828 2360**

**New bronze castings for early model hood rests \$25.00 ea**



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



**New aluminium castings for C.A.V. side light plinths \$20.00 ea**





*OD - OE and 14-40 hood to windscreen clamps*



*D Type OD and OE luggage rack brackets*

## FOR SALES

**Evan Quarmby has the following for sale.**

Dave,

Could you circulate this please:

Original Sparton horn for Vauxhall 23/60. Complete with original Vauxhall bracket to bolt to firewall. Comes with a NOS horn button which is not exactly Sparton but is very close to look at.

Horn works fine, and is in very good condition. The Sparton was fitted as a factory item to 23/60s built between those having the early Klaxon upright and the late Klaxon combination horns.

\$600

Email Evan at [rust2ruby@gmail.com](mailto:rust2ruby@gmail.com)





**Ross McMurray was able to identify the 14-40 appearing on page 1 in the December newsletter as belonging to Ian Cullen from South Australia and it is chassis number LM4329. Perhaps the South Australian 14-40 owners could confirm this.**

**That concludes this newsletter so I would like to thank all those who contributed with articles and photographs to make it possible.**

*Dave Stuart.*

**Mobile 04 2828 2360**

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