

A - D VAUXHALL REGISTER

AUSTRALIAN NEWSLETTER

JUNE 2022

Hello Everyone.

The photograph below was given to me when we were on a rally years ago and were passing through Oberon in N.S.W. The owner of the local garage came out to look at the Vauxhalls parked in the street and as a result of talking to him he recalled he had a photograph at home of a Vauxhall which he later sent to me.

The 30-98 is an E Type and looks as though it has an Australian body. The scuttle vent on the top of the body is one that Boyd Edkins had fitted to locally built bodies as well as imported cars to give relief to our extreme summer temperatures. It is thought the 30-98 may have belonged to Hope Bartlett.



Smith and Waddington body builders of Camperdown in Sydney were well respected for the bodies they produced in the very short lifespan of their business. Alex Hayward's 23-60 OD1303 now living in Shropshire in the UK had its body built by another Sydney body builder also near Camperdown by the name of Jackson Jones and Collins.



Jackson Jones and Collins bodied OD1303

Smith & Waddington was very well known in Australia in the 1920s for building luxury hand-made car bodies for imported chassis, especially Rolls-Royce, in their Camperdown factory from 1921. Albums of finished cars were shown to prospective clients for them choose and develop their preferred design. The album in this collection may have been one of those produced.

The reason for the local body work, as noted by John Dunn in 'Comeng: A History of Commonwealth Engineering Vol 1: 1921-1955', was that during World War I there were few ships and little space to import entire cars to Australia so chassis only began to arrive here. By the 1920s the enormous growth in demand for cars led to the development of a local thriving motor body building industry. As well as Smith & Waddington Ltd other Sydney firms included: R.L. Archer at 112 Parramatta Road; the Missenden Road Body Works Ltd; Proport Motor Body Co. at Newtown; and Lou Fitch's body works and E.E. Agate at Summer Hill. During

this time there were some 90 different car makers advertising 300 model variations.

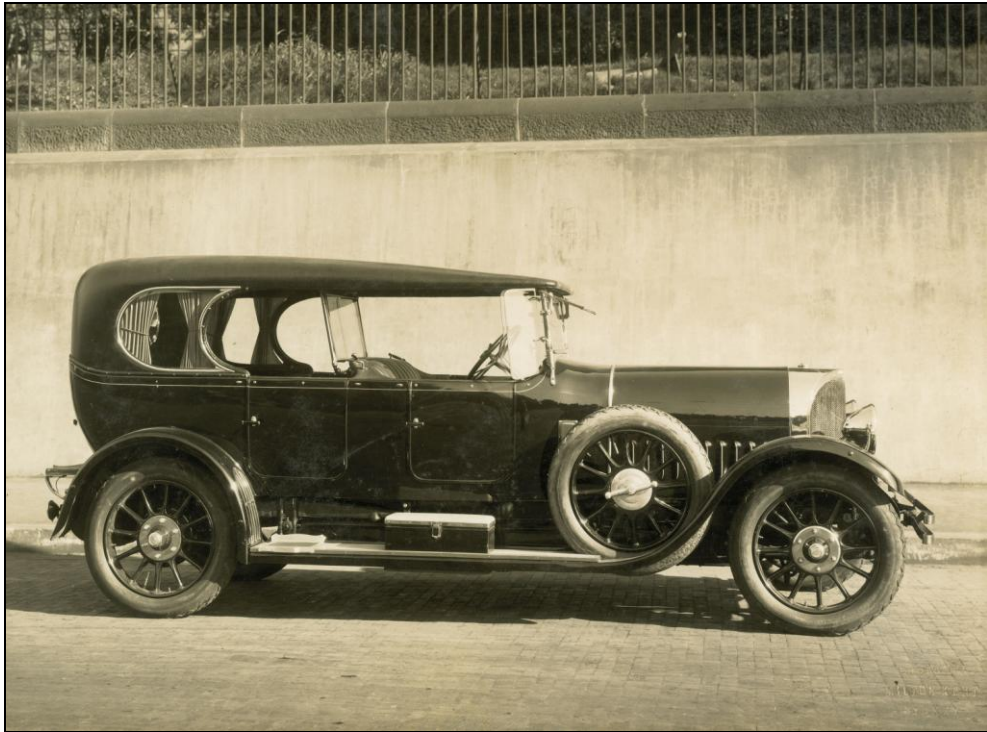
As well as luxurious car bodies, Smith & Waddington tapped into the lucrative bus body building market in the 1920s spurred on by the increased public transport requirements from Sydney's growing population which had almost doubled since 1901. Many ex-servicemen experienced in driving and maintaining motor vehicles during the War, set up local bus runs. Up to the 1920s most of Sydney's buses had been imported from America so Smith & Waddington were one of the first local companies to begin bus body work. By 1925 they were making 60 small, single-deck bus bodies over a 4-month period. Photographs of their bus bodies are included in this collection of photographs and album which clearly illustrate the fashions, methods of production and motor body building industry at the time.

The Great Depression of 1929 put an end to Smith & Waddington's luxury car body production and the firm went into liquidation, re-emerging as the Waddington Body Co. Ltd, eventually making double-deck bus bodies for the New South Wales Department of Road Transport and Tramways from 1935 and rail buses from 1936. The firm moved to Granville in 1937, was taken over by the Federal Government during the Second World War to make aircraft hangars and freight wagons, became Commonwealth Engineering Co. Ltd in 1946 and COMENG from 1963. They made buses and railway wagons and passenger vehicles for transport operators all over Australia until its closure in 1989.

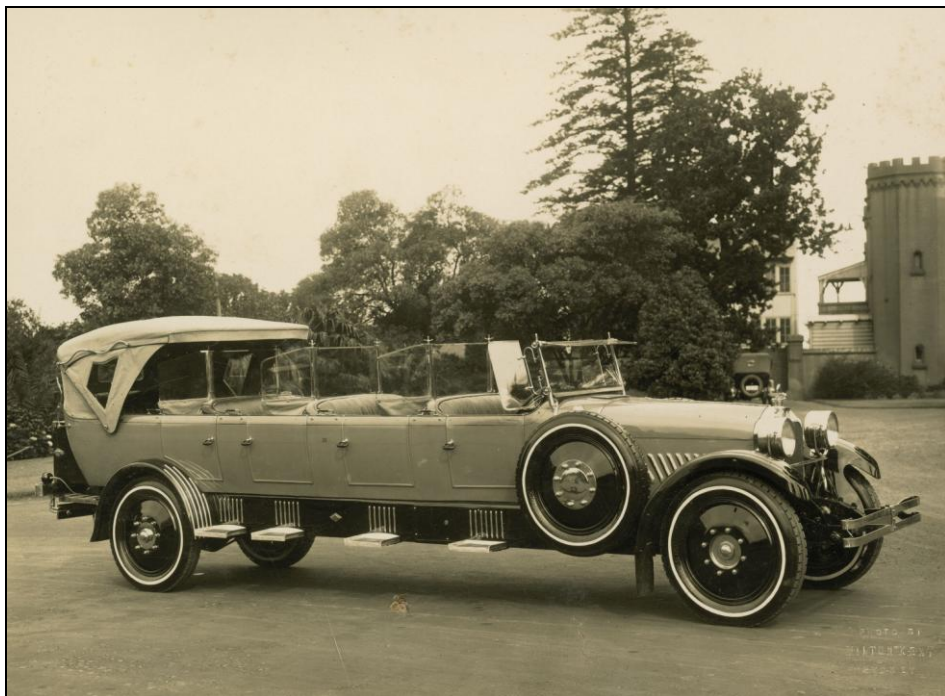
Dunn, John, 'Comeng: A History of Commonwealth Engineering Vo1 1: 1921-1955', Rosenberg Publishing Pty Ltd, Dural , NSW, 2006, pp.9-21.

Information provided by Mary Tugnett.

Margaret Simpson
Curator, Science, Technology & Industry
December 2010



Smith and Waddington bodied Benz with Californian top



Smith and Waddington bodied Charabanc

Evan Quarmby (OD1072) identified this charabanc body as being built on a White Commercial chassis circa 1925.

If you would like to see more examples of the bodywork by Smith and Waddington simply hold down the control button (ctrl) on your keyboard and click on the link below.

<https://collection.maas.museum/object/571866#&gid=1&pid=1>

And one last photograph from the collection, I wonder what happened to his lovely monster.

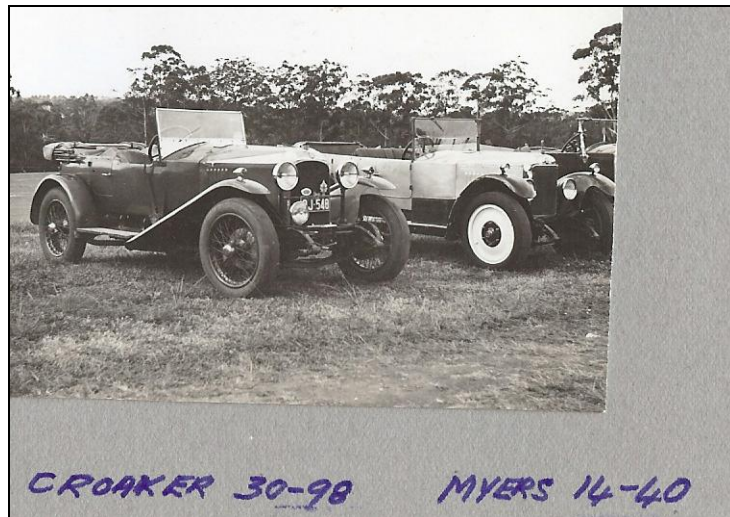


Some more photographs from the archives of The Vintage Motor Club N.S.W.

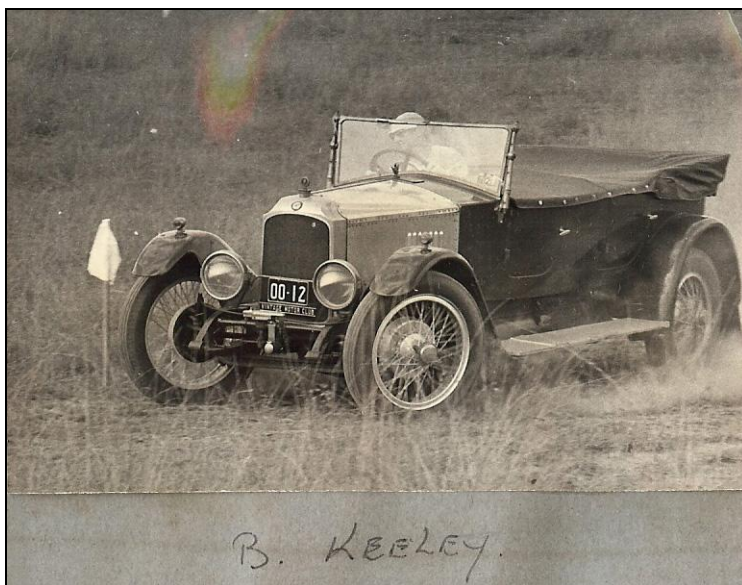


1959 Oatlands House Concours

Jim Cuthbert's OE56 and Les Robinson's 23-60



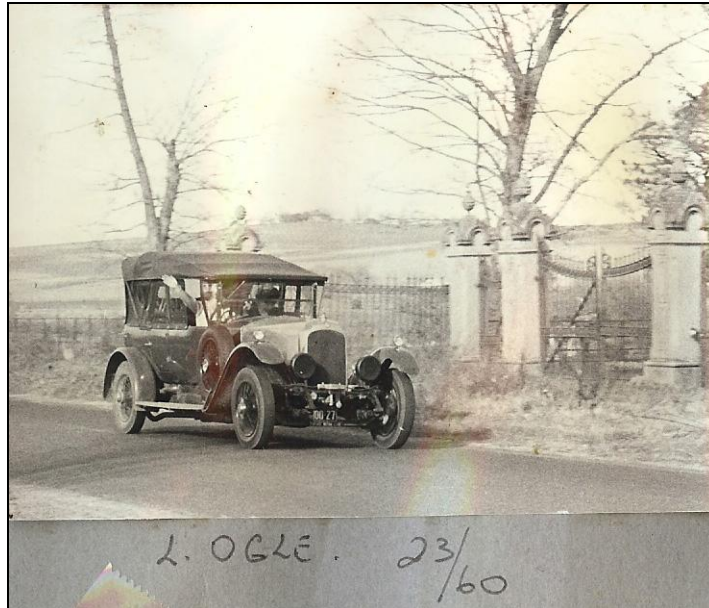
1960 David Croaker's OE225 and Myer's 14-40



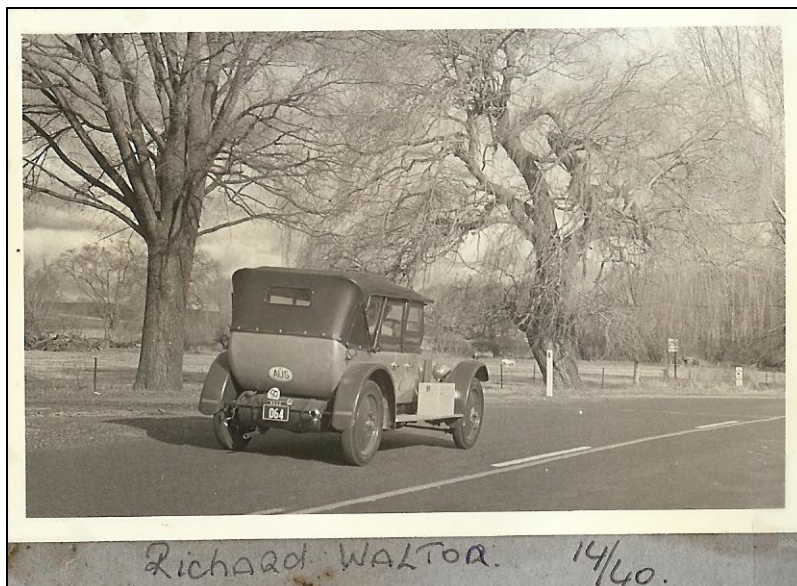
1973 Kemps Creek OD949



1973 July Mountain Rally Chenard Walker roadster



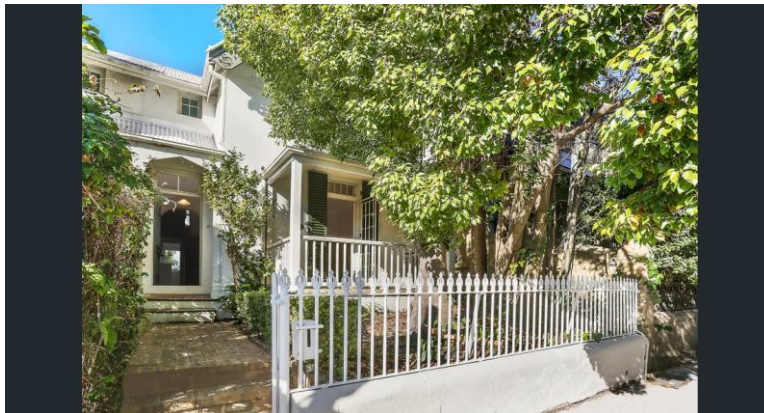
1973 July Mountain Rally OD966



1974 Mountain Rally M1028

Phil Virgona who seems to find all things Vauxhall on TROVE sent me this 23-60 advertisement he recently came across. Woollahra for those interstaters is now a fairly ritzy suburb of Sydney and I would think the resident at the time of this advertisement, Mr Ward, could see the light and wanted to escape to a more rural setting.

POUULTRY FARM and ORCHARD wanted. Will exchange Vauxhall Tourer, 1925-26 model, 23/60 English body, wire wheels, front-wheel brakes, as a deposit. WARD, 27 Ocean-st, Woollahra.



27 Ocean Street Woollahra in Sydney



Team Vauxhall at Amaroo Race Track 1987 Photo R. Walton.

*LM4786 - OD966 - OD689 - A11.487 - OE116 - OD730 - OD1303 OD739 -
OE265*

Missing from the bottom of the advertisement below is Barlow Motors Pty. Ltd. 20 – 28 Latrobe Street (2 doors from Exhibition St,) Melbourne. Unfortunately my scanner only scans A4 sized paper.

‘Phone : F2161



Vauxhall

VAUXHALLS

THE CAR
Super-Excellent

ALL
BRITISH

Built for Lovers of the Best
For Driving Ease the Vauxhalls Please
The Car of Grace that Sets the Pace

We would like to point out to Buyers that we have given exceptionally large contracts to the Vauxhall Company, which has enabled us to reduce the prices:—

14/40 D.S. STANDARD, Australian Body	£720
14/40 D.S. DE LUXE, Australian Body	£750
14/40 D.S. DE LUXE, English Body	£795
23/60 D.S. KINGTON, English Body	£1,250
23/60 D.S. MALVERN, Seven Seater	£1,300
30/98 D.S. VELOX	£1,500

The photo below was taken outside Anersleigh House in Bowral on a V.S.C.C.A. rally to the highlands. We had stayed the night and from memory it was a night to remember. I had only recently met Mary and this was only the second time Mary had stayed overnight on a Club event, so I will say no more. My 23-60 OD803 was still under restoration and we were travelling with John and Marion Giddy in OE116.



Annersleigh House Bowral 11.10.87

Phil Virgona's 20-60 - OE167 - OE125 - OD689 - D209 - OE265 - OD739 - OE116

The photo below was taken in 1987 at my parent's home 'The Pines' at Ingleburn where a few Vauxhalls had met prior to driving to the annual picnic day at Vic Nicholson's home at Burradoo in Bowral.



OE108 Black Bess - M1028 - OE116 - OD1303



Same cars same day in Burradoo

The photograph below is from the Vauxhall Millennium Calendar 2000 and is captioned 'Vauxhall 5 hp. An exciting new power source – electricity – was sparking Thomas Edison's inventive genius into full flow when Vauxhall built its first car in 1903. This elegant tourer's 983cc generated 5hp, good for 20m.p.h. and 38 m.p.g. Not much luggage space or weather protection, admittedly, but turn of the century motoring was less about transportation, more a social pastime.'



The rather blurry still photo taken from a video shows Richard Walton's M1028 at Amaroo Race Circuit. Richard had deployed the air brake as he came into a corner at high speed.



Some more photographs of Vauxhalls competing at Oran Park in 1988

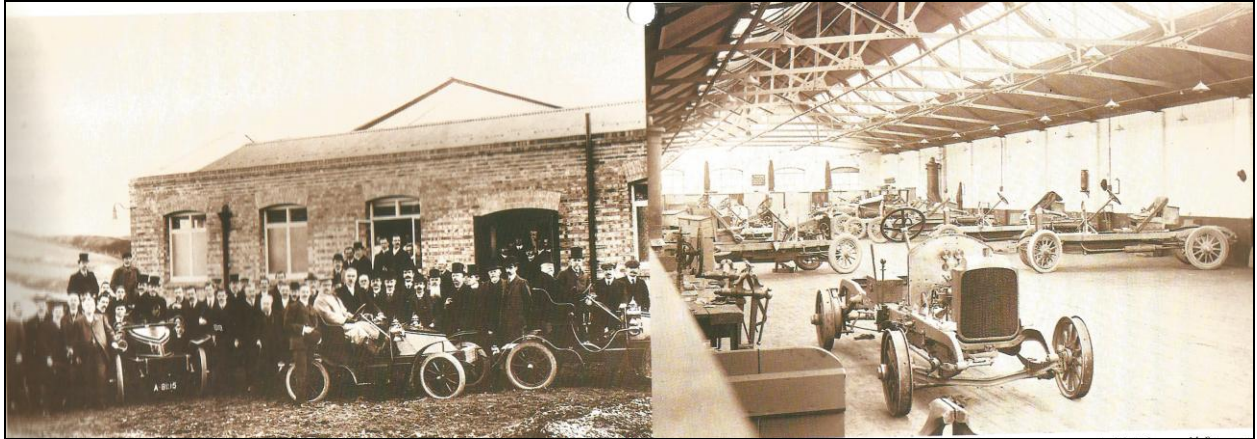


Hurlingham



Richard Walton in 23-60 OD689

Below are two more photographs from the Vauxhall Motors 2000 Millenium calendar.



Dignitaries attend opening of Vauxhall factory in 1909



Vauxhall factory in 1919 and by 1920 car were assembled on a track

The photograph taken below is Wayne Merton's 23-60 OD772 and shows the car was originally fitted with a Californian top together with 880 x 120 beaded edge wheels. The photograph was probably taken in the 20's sometime and shows the original owner at the wheel outside their home believed to be somewhere in Melbourne. John Giddy bought the car in later years and drove it home to Sydney with the car still in this original condition.



OD772 as is appears today.

Below is a period photograph of a 23-60 in the UK.



Maybe someone in the 14-40 fraternity might identify the 14-40 below, it is a N.S.W. photo and appears to be taken on a rally.



The photo below shows Team Vauxhall enjoying some cheer during a break for Neil Heilbrunn at yet another Royal Hotel, this one situated in Marrar between Temora and Wagga. It would have been remiss of us if we didn't stop in this little village and contribute some business their way.

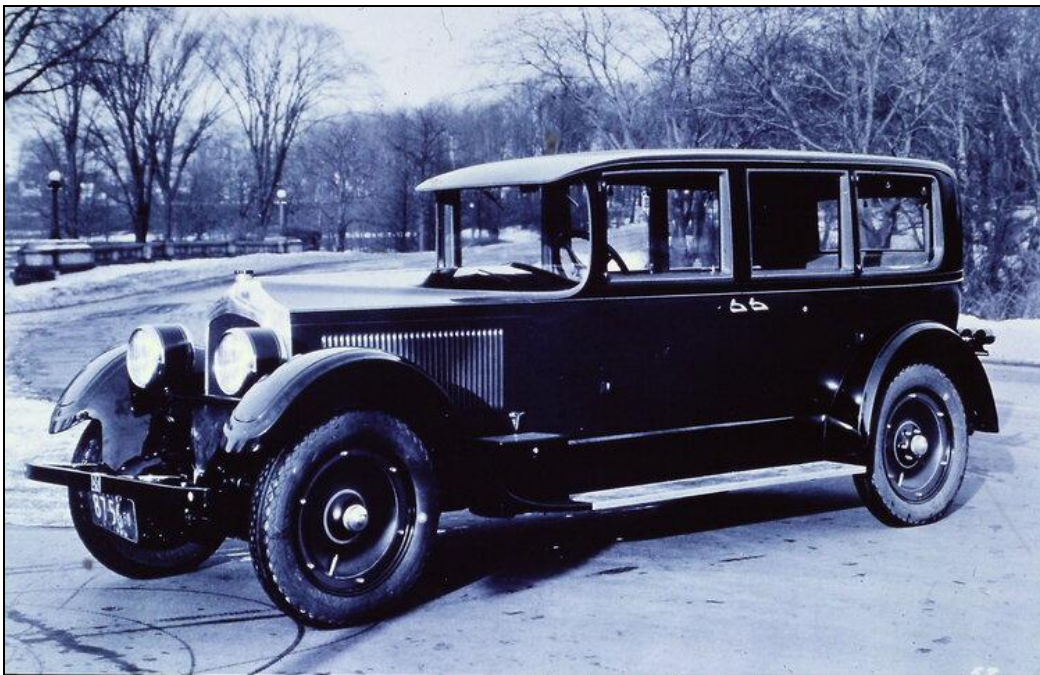


*Rob Merryful - Emi Walton - Neil Heilbrunn - Euan Coutts - Richard Walton
and Dave Stuart.*

Brodie Bishop 14-40 owner from South Australia put the news out he was going to have an order placed for new 14-40 conrods to be manufactured by Argo Engineering in Morpeth. If you remember Argo Engineering produced a batch of sixteen sets of 23-60 as well as 30-98 rods for us. Neil Heilbrunn also had a set of new rods made by Argo for his A Type engine which is being reconditioned by John Kent in Wangaratta. The photograph below shows the early stages of the production run of the 14-40 rods which included some 9 sets.



Laurence Pomeroy left Vauxhall Motors in the UK and went to America where he took up employment with the Aluminium Company of America. Here is the that story taken from the 30-98 Vauxhall Register.



The Pomeroy

Exactly why the Aluminum Company of America decided to diversify and initiate plans for the development of an automobile is a mystery.

The timing is equally curious as in late 1919 the world was gripped by an intense post war economic recession. Another fascinating aspect of the project is the fact that the company retained the services of Laurence H. Pomeroy to oversee development.

Born in London, England, Pomeroy had apprenticed as an engineer with the North London Railway Company. In 1905 he accepted a position with Vauxhall Ironworks Company and in late 1907 was tasked with a project to redesign one of the company's engines to allow for Vauxhall to compete in the 1908 RAC 2000-mile trial run.

The cars modified by Pomeroy won several classes and as a result he was promoted to the post of Works Manager. In 1910 he modified a 20hp Vauxhall that reached speeds of 100 miles per hour at Brooklands.

This was also the year that he designed a car to participate in the German Prince Henry Tours that were held from 1905 to 1911. This would become the basis for the now legendary Vauxhall "Prince Henry" models manufactured by Vauxhall from 1911 to 1914.

These limited production models were internationally acclaimed for speed as well as durability. In 1914, H. Massac Buist, a leading automotive journalist noted that, "Of the three Vauxhalls which ran in the Prince Henry Tour, two got full marks for reliability, and all did about 65 miles an hour in the speed trial, which was really quite good for that engine with a four-seated body and a full complement of passengers.

"So many people desired cars of this special type that in 1911 it was made a regular product of the Vauxhall works, and, during the last year or so a new style has sprung up. In this the engine dimensions are 95 by 140 mm., the old bore-stroke ratio having penalised the car under many hill-climbing formulae. All such formulae which do not involve the cubic capacity of the engine are by common acceptance considered advantageous to engines with small bore and long stroke. The chassis follows the lines of the original Prince Henry but has rather a longer wheelbase."

Pomeroy was also an early proponent for the use of aluminum in automobiles. However, in this he was not alone. Numerous automobile manufacturing companies, most notably Franklin of Syracuse, New York, were pioneering the use of the lightweight metal to enhance the performance of their durable air-cooled vehicles. Still, the car envisioned by the Aluminum Company of America, was to be a true industry leader.

The Pomeroy, as the car was named, was to utilize aluminum in eighty-five percent of its construction including body panels, crankcase, transmission case and dashboard.

Purportedly several hundred thousand dollars was spent on the top-secret project before six cars were completed in Cleveland, Ohio in 1921. The four-cylinder cars were vigorously tested before their introduction to the public the following year.

Then arrangement was made with the luxury automobile manufacturer Pierce-Arrow to develop an extended wheelbase, 133-inches versus 126-inches, model powered by a 75-horsepower, aluminum six-cylinder engine. It was a logical partnership as Pierce-Arrow was another early proponent of aluminum having made extensive use of the metal in the 1916 Model 66.

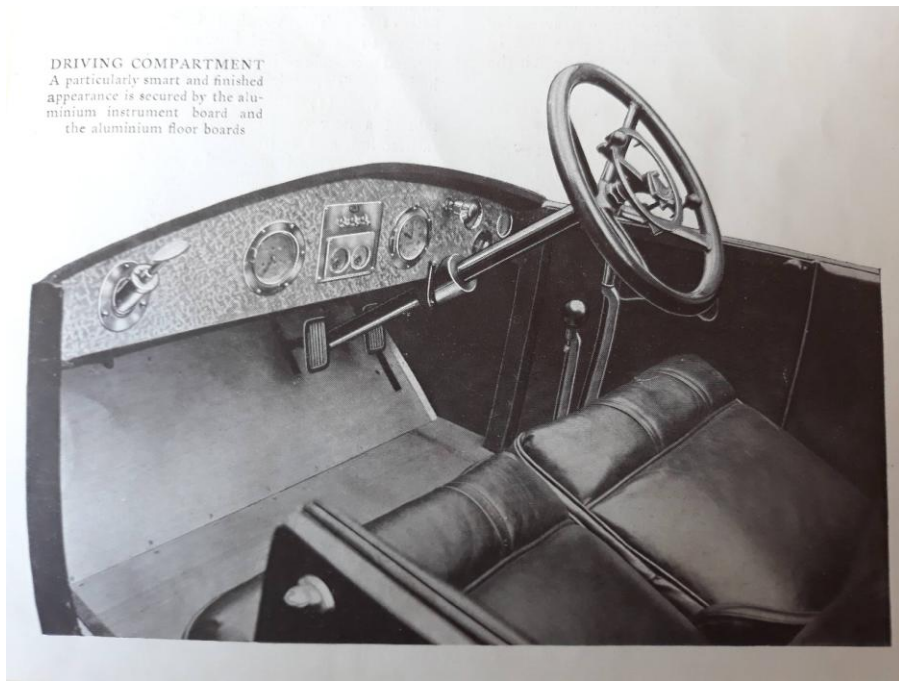
A few Pomeroy's were completed and tested before the entire project was unceremoniously dropped. Today the Pomeroy automobile is largely a forgotten chapter in the history of the American auto industry. It is also but one of many interesting chapters in the history

Murray McDonogh sent me the photographs below of a D Type Vauxhall he and John Giddy came across in Charters Towers Qld probably in the 70's. What happened to this very complete car is unknown. Maybe someone can fill in the story.

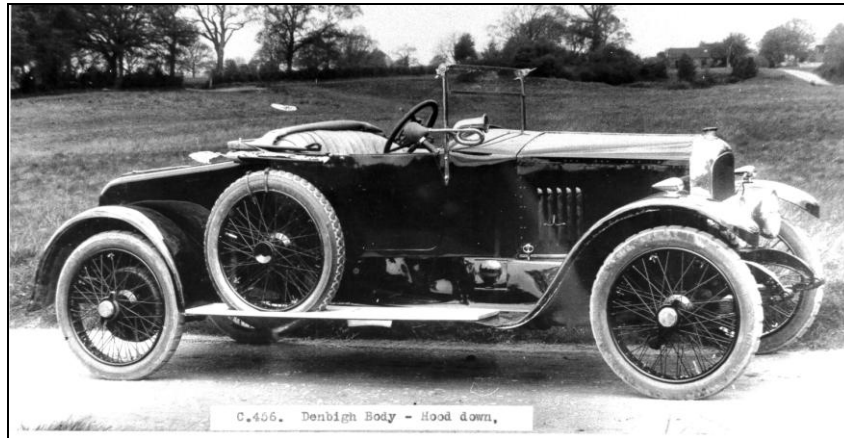




Murray also sent me the photograph below taken from the original D Type sales brochure he received with D3190. It shows the early arrangement for the instruments with the oil and air gauge to the right hand side of the steering column. This car also has the early Bosch ignition switch which is probably a carry over from the veteran cars.



Greg Roberts decided to restore his D Type D3688 which was originally fitted with a Kington body and recreate a replica factory Denbigh body. Greg scaled the new body up from original factory photographs. At first I had reservations how a D Type roadster would look, mainly being that the chassis might have been too long for this type of body. However I think you will agree Greg has got it right and the car certainly looks the part.



Factory photograph

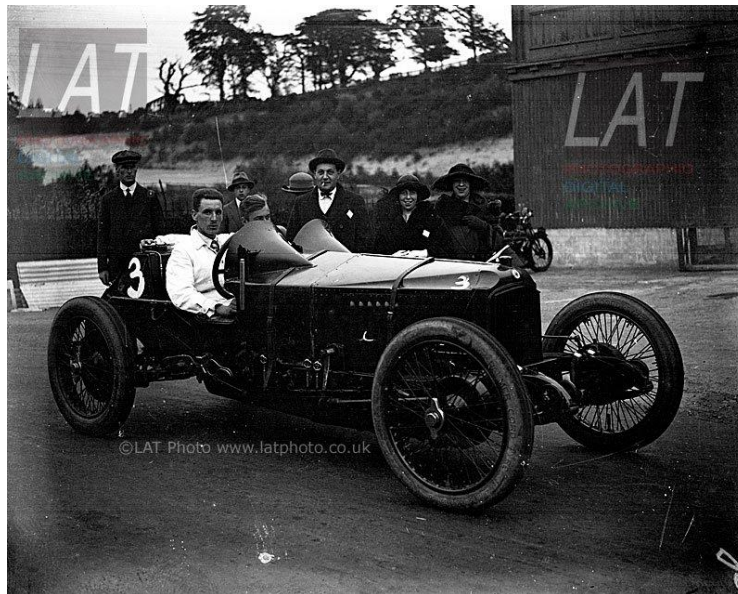


D3688

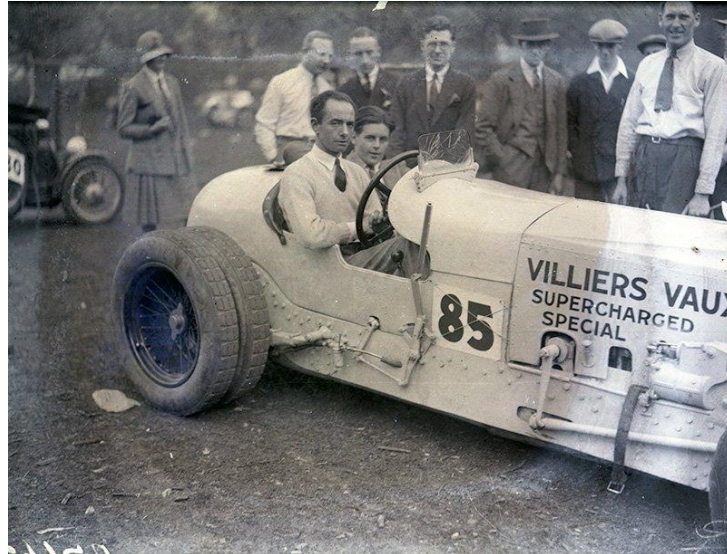
The photograph below taken at Brooklands depicts the early TT Vauxhall fitted with the twin cam engine, I think a little over 4 litres.



The TT Vauxhall below was produced in 1922 and had a 3 litre overhead cam engine. Matt Park behind the wheel also at Brooklands.



The above car went on to become the Villiers Vauxhall Supercharged and below shows driver Raymond Mays and his passenger Peter Berthon in the paddock at the 1929 Shelsley Walsh hillclimb.



Photographs below taken in 1923 on a Cambridge University Trial show a Bullnosed Morris leading a 14-40 up Dunsmore Hill.

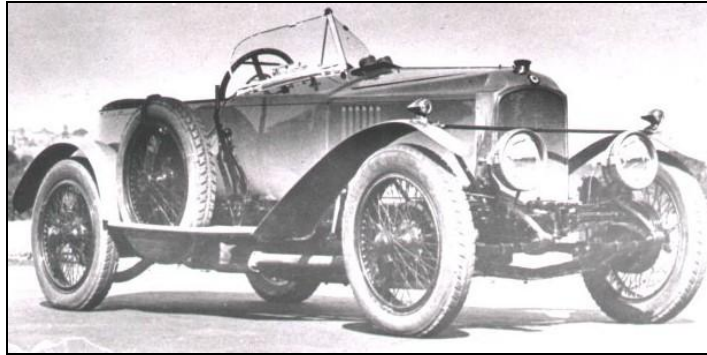


The photograph below shows the Vauxhall Factory's Matt Park at the Aston Hill hillclimb driving what later became Boyd Edkin's Presentation car. At the time this 30-98 WO1078 with a shortened chassis was largely an experimental car with the use of a light alloy called Duralumin, even the front axle and differential housing were made of this material.

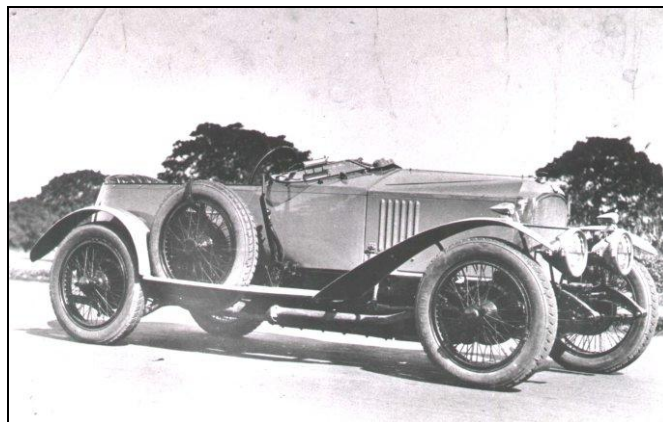


Immediately after the photograph was taken the car slid into the embankment and was damaged. The car did not handle well and it was later refitted with a steel axle, given a makeover and sent to Australia to be presented to Boyd Edkins by Vauxhall Motors in recognition to his service in Australia to the company.

The two photographs below were taken of The Presentation Vauxhall WO1078 as it appeared when it arrived in Sydney and presented to Boyd Edkins.



You can see it was fitted with 23" wheels with the early bell shaped C.A.V. Model E headlights. The "V" windscreen folded down and there were two extra air vent panels in the tops of the bonnet. Edkins changed the car and fitted 20" well based wheels with balloon tyres and had a door fitted to the near side of the body. The "V" windscreen was later removed when the car lived in Melbourne and replaced with a flat windscreen. Later Lucas headlights lights were fitted on raised gimbles. The car is now owned by Andrew Cannon of Melbourne and when he had it restored by John Kent the car was put back to how it appears in these photographs.

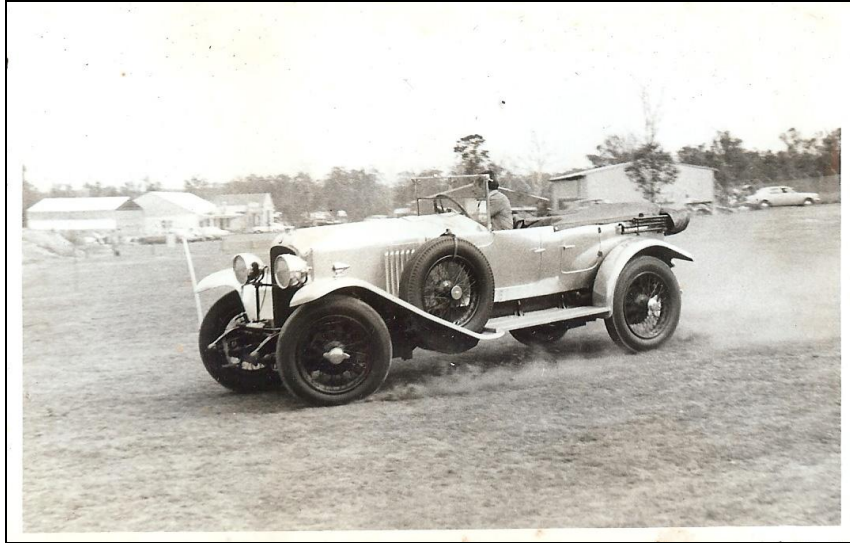


The photograph below was taken in 2008 on the Vauxhall Tour of New Zealand beside the lake at Queentown in the south isle. Maria Heilbrunn is taking to Mary in OD494.



The photograph above of a 3 cylinder Vauxhall engine was taken on the same tour when we visited Phil Jelf's father Gordon (E376) at his home in Rangiora near Christchurch.





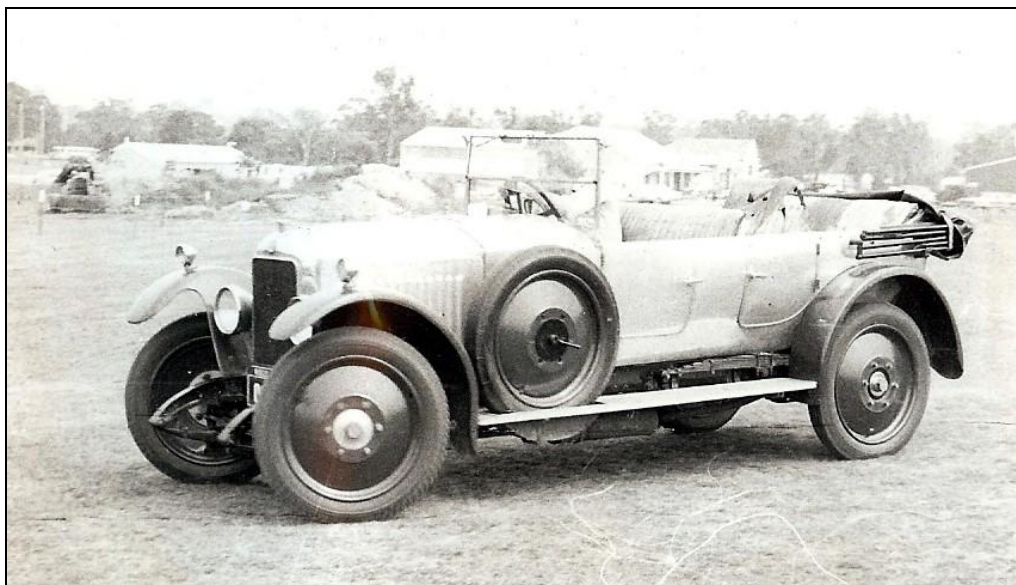
Dave Short in OE279



OD966



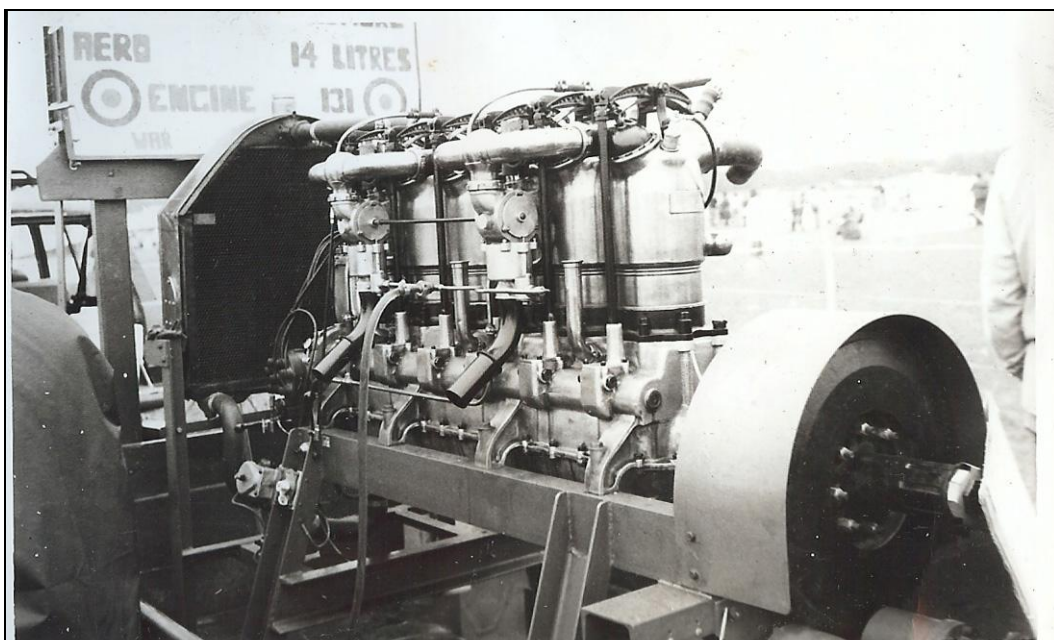
Laurie Ogle's 23-60 OD966



Richard Walton's 14-40 M1068



Laurie Ogle resting



L. Ogle's. BEARDMORE AERO ENGINE



George Horodyski in OE91



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.

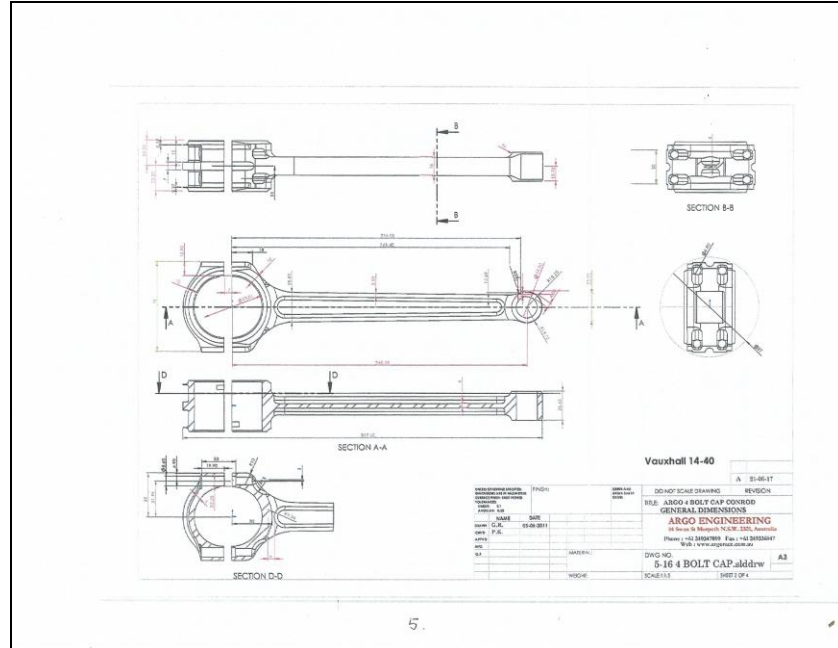
Services

All aspects of restorations and maintenance including sub assemblies.

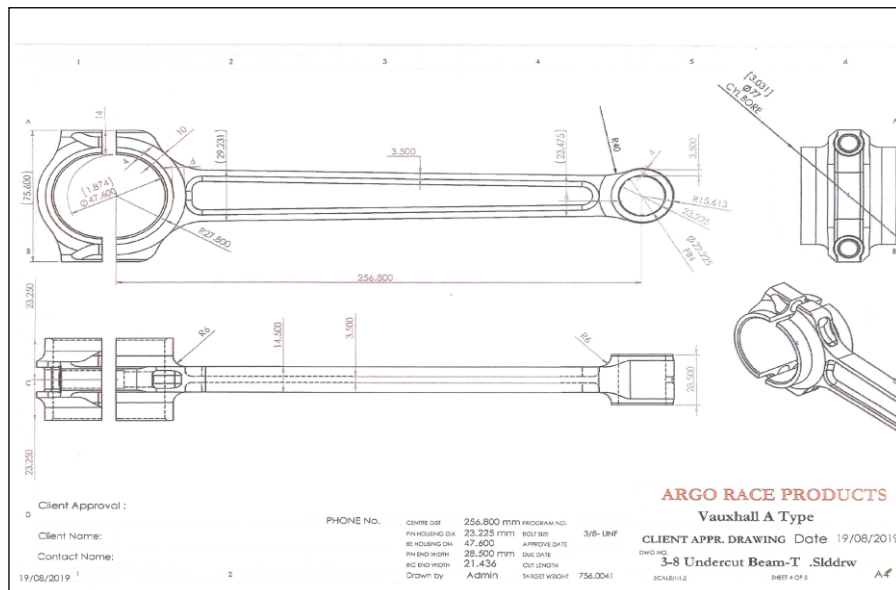
FOR SALE.

John has a matched pair of 23-60 diff centre housings minus the axle tubes \$100.00

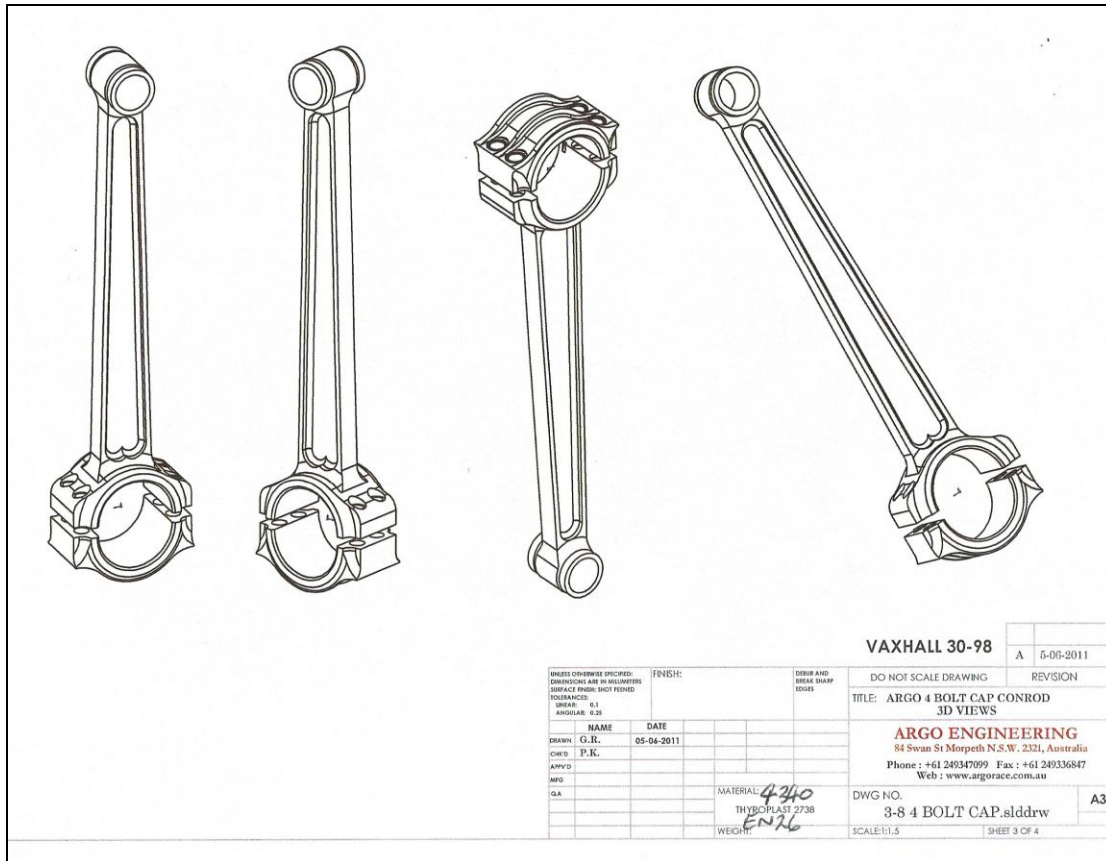
ARGO ENGINEERING – 84 Swan Street, Morpeth N.S.W. Phil and Adam Ph 02 49347099



14-40 Conrod



A Type conrod

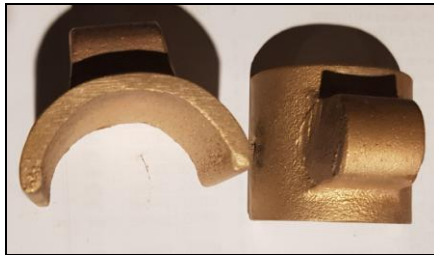


30-98/23-60 conrod

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 provide both.

FOR SALE - DAVE STUART mob 04 2828 2360

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

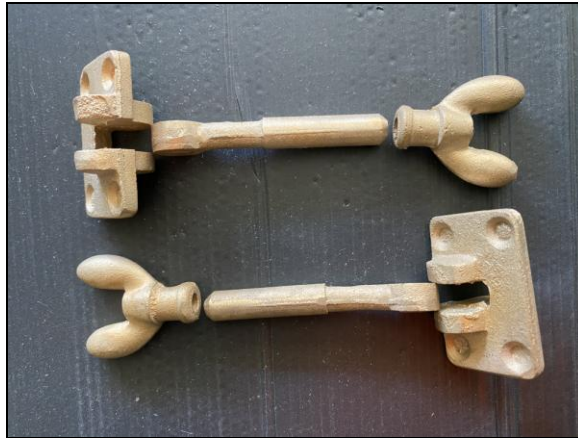


New bronze castings for Rotax bulb horn mounting bracket to the firewall \$25.00 ea



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

Mike Hipkins OE262 from Victoria sent me a final list of the remaining parts he has for sale. Please contact Mike direct by phone or email if you wish to make a purchase. Mike's email is mhippo@bigpond.com and mobile is 0412038908

Vauxhall OD/OE Components for Sale – April 2022

Plus other garage tools and Equipment

I have passed on many components that will be of use to other Vauxhall owners. About 2 years ago Tubby attached my first set of lists to one of his great newsletters and many of the items were taken up. A year later there were further lists of smaller and unsold items plus some new ones. plus more garage tools and equipment.

Now the latest items found are listed at the end in what I call Section X. They are in somewhat different groupings from the earlier lists. Items noted as "Free" are such when other items in the group are purchased.

The majority of items are used/well used/or even over-used, but are either usable or restorable.

In the following, the descriptions of items are brief, but photos and notes with more details and the conditions of each item can be available to those interested in specific items.

Pricing of Vauxhall items attempts to allow for present conditions and whether there will be repair or restoration costs. The prices shown do not include the costs of packing, postage or freight. If interested in any item please contact Mike Hipkins preferably on mhippo@bigpond.com but also on 0412 038 908.

To Vauxhall enthusiasts who showed interest in items on my earlier lists and to whom I failed to respond I apologise. Covid and personal difficulties put me out of kilter.

If you thought prices were a bit steep you might be right, so please note that many have been reduced. My main aim is to get Vauxhall items to good new homes, so please discuss your aims.

A Accessories

CAV Dynamo – 3 brush dismantled	\$200
Simms coupling half - 19 teeth	\$30
Simms 19 t with rev counter pulley	\$50
SU Fuel pump –low pressure	\$40
SU fuel pump – electronic plus fittings	\$90

B.Unused Components

Bendix starter pinions – Flange type	\$270 each
Bendix starter pinions – modified type	\$230 each
Bendix starter spring	\$40
Fan blades – aluminium, unmachined	\$40
Front brake reaction strut – alum. Casting	\$50
Water pump impeller – part machined	\$100

2>

Clutch plates – set 12# steel	\$ TBA	2.
- set 11# copper	\$ TBA	

Note: Originally a full set was of 25 plates, 12 bronze and 13 steel.

However, recently made plates can be of slightly thicker material and only 23 plates will fit in.

Front shocker mounting castings	\$ 40 pair
Rear shocker mounting castings	\$40 pair

C. Transmission and Steering Components

Clutch – complete and ready to use	\$3,500
Transmission brake complete	\$ 300
Crown wheel and pinion – ENV, helical teeth	\$1,200
Carden greasers – clamp to prop shaft	\$20 each
Front universal joint	\$120
Drag link, no end caps, 27 ½" c to c	\$50

D. Others

Water pump impellers – reduced flow blades	\$15 each	
Smiths clock N type, black face – not working	\$20	
Smiths clock L type – working	\$100	
Glass bowl fuel filter, with tap – small type	\$15	
Preslite wiper motor, 12v – working	\$30	
Spare wheels and tyres 21" – worn centres	\$200 pair	
Brake rods 3/8" threaded with nuts	Free set	
Front hubs, repaired but usable	\$60 pair	
Brake shoes – cast iron	\$40 pair	
Brake shoes – aluminium 1/only	\$20	
Brake shoe pivot pin and shoe spring	Free	
Shock absorber – discs 2/ clutch lining material 4 " diam	\$5 pair	
Shocker absorber – aluminium mounting pieces, new, 8 Off	\$60 set	
Decompression taps set of 4	\$80 set	3.

E.Tools and Equipment

The first items listed are Vauxhall related, but the last three are not.

Kit of devices to aid the safe dismantling of clutches	\$50
C Spanners for clutch brake adjustment?	\$10 pair
C Spanners, smaller	\$5 pair
Engine stand modified end support for 30-98/23-60 and big engines	\$80
Machinery's Handbook 10 th Edition (collectors' item price –sorry)	\$100
Sher aluminium case power drill ½' chuck, very powerful	\$50
Chain block, Anchor brand, 500kg, new unused old stock	\$25

F.MEASURING AND SETTING-OUT EQUIPMENT

. None of the items are specifically Vauxhall.

Try Squares Set

- 3/Squares with 6",4" @ 2 ½" arms	\$30
Scribber @ 2/centre punches, Set of 6 items	\$40
Micrometer set 2"to6" (quite a treasure)	\$60
Marking out plate, Steel 11 ¼"x6"x7/8" thick	\$10
Telescopic gauges (Internals) set of 6 off	\$30
- Letter and number punches	\$15

G. TEST EQUIPMENT

In most cases the devices listed come with operating instructions.

- Torque wrenches , lesser quality, but working	\$ 20 each
-Differential pressure Cylinder tester –Hitachi	\$80 This is an aviation quality device.
-Pressure gauge with hose and coupling	\$10

H.GENERAL USE TOLLS

4.

There are many tools available but the list below only identifies them in groups. Details and prices can be provided on request. They are used, or never used, tools in good condition ,unless noted, some are older of recognised quality, but others are more modern, as one might find at Bunnings. More details and asking prices will be provided for any groups of interest

-Spanners – There are many sets, mainly AF and metric, but some BSW/BSF including rings and geared.

-Sockets and accessories – Again, many sets, some with wrenches.

-Old time tube sockets – Rusty, assorted collection of lengths and sizes.

-Adjustable clamps – Different types and sizes.

-Air operated tools , - Grinders, chippers and impact wrench.

- Files- , Different cuts and shapes.

-Gear pullers – 2 and 3 arm and single joint pullers plus a heavy duty kit of components.

-Soldering irons, solder and fluxes – All you need is the skill.

-Panel beating hammer and dollies – Removing small dents is not that hard to do.

Set Tee handle hex keys one missing.

X. NEW ITEMS MARCH 2022

X1. Controls

Hand controller 4" arm diecast for Bowden cable operation	\$15
Bowden cable end adjusters and others, many and varied	Free
Hand controllers, plastic	Free
Bowden cable inners and outers, about 900 long	Free

X2 Bodywork Items

Luggage rack expands to required length, clamps to running board, rusty	\$80
Bonnet side forked fittings, 4/-rough castings	\$10set

X3. Transmission and Suspension

Carden Block Joint - outer casing, no slide rails	\$40
bronze blocks, unworn two sides	\$10 pair
Caster wedges – pairs 1 ½deg. sloted, 2 ½deg. sloted, 2 1/2deg centre hole	\$15 per pair

Single wedges 1 ½ and 4 degree, as patterns.	Free	
Steering damper – Modern shock absorber, with mounting design	\$50	5>
X4. Electrical and Instruments		5.
CAV Head Lights 9" -pair good condition, one plated other stripped brass, 1/ only yoke mounting.	\$500	
CAV. Starter motor brushes – pair in solid copper with leads. (Carbon brushes are NBG)	\$40	
Eureka oil pressure gauge 0-10psi (not Vauxhall) 2 ½' silver face	\$10	
Speco Fuel pressure gauge 0-15psi (Not Vauxhall) 1 ¾' white face	\$10	
Smiths Speedo/rev counter pulley 4" with Smiths mounting bearing and "polycord" belt	\$40	
Drive pulley 9" fits to clutch casing for CAV "Square" dynamo sub-frame mounted.	\$30	
Preslite 12v motor 3" diam.x 5 ½" long	\$50	
X5. Engine and Others		
Water transfer plate gaskets – insertion rubber strips for cutting 2 gaskets	\$5 each	
Push Rod ends set of 16 for top and bottoms of rods, new.	\$80	
Oil catch tank ,1 gallon with piping (Required for some competition event)	Free	
Vac Tank – dissembled and in poor condition. Spares or a skilled one might be able to restore.	Free	
Toe-in Measuring device – adjustable for Vauxhall or wheel track down to 3'4"	\$40	
Casting patterns – solid plaster, for shocker mounts, brake reaction strut, windscreen posts	\$10	
Fuel taps – 2way for 5/16 copper	\$15	
Straight-through with joint nuts for ¼ copper	\$5	

Ian Barges from the A.C.T. has the 12 volt Klaxon horn below for sale. It is similar to the Sparton horn which Ian has now secured for his 23-60. Interested buyers should ring Ian direct on mobile 0438 444 823



Leigh Whitfield from Victoria is looking for 3 of the door pocket clips fitted to Vauxhalls. If anyone has any spares or knows where they may purchase these please give Leigh a call on 0407884869



Note.

Evan Quarmby is prepared to do a run the clips and ferrules if we can even get a loan of one.

The bi-ennial Veteran and Vintage Vauxhall Rally was held at Beechworth in Victoria this year and congratulation must go to the organising team of Justin Coxhead, John Kent, Evan Quarmby and Rowan Swaney for such a successful event. With over forty cars entered the entrants enjoyed wonderful autumn colours with lovely roads and countryside to travel through in their Vauxhalls.

I will include some photographs in this and coming newsletters taken along the way on the rally by the entrants.



N.S.W. contingent leaving Tumbarumba for Beechworth



Sydney contingent view air disaster memorial lookout at Tooma



Entrants leave Beechworth for a days outing



Steve Butler's (UK) 30-98 E467



Nick Hewitt's 14-40



Neil Heilbrunn's OE108 Black Bess at Bethanga



Leigh Whitfield's 20-60

I can advise that two 30-98's sold following the rally in Beechworth, the first being Glyn Farrell's OE235 the lovely two seater matching numbered Grosvenor bodied car. Glyn purchased the car in the 60's so has had a long association with the Vauxhall fraternity. The new owner is Greg Mackie from Mittagong in the Southern Highlands of N.S.W. Greg also has a long association with Vauxhalls having owned E366, OD793 as well as OD592. Greg is now selling OD592 and below is the particulars of this car.



OE235

Glyn sent me the period photograph below of his 30-98. It is not known where or when the photograph was taken. The identity of the lady sitting on the running board is not known to Glyn nor is the name of the dog.



OE235

The second 30-98 to sell was Peter Holbeach's OE227 Wensum bodied car. Peter has also been a Vauxhall man for a long period of time having campaigned the car well throughout Victoria and N.S.W. This car was re-bodied when in the ownership of Jack Saywell of Sydney and the body copied from the Presentation 30-98. Daniel Zampatti is now the new owner of OE237 so this car will still be well campaigned and remain in Victoria.



OE227

Congratulations to both Greg and Daniel and we look forward to seeing them at the next Vauxhall event in their new steeds. The nice part about it is both 30-98's have gone to good owners who will appreciate the cars as well as they remained in Australia when so many OE's have gone overseas.

As well, Mike Hipkins is in the process of handing over his 30-98 OE262 to son Scottie and this should be finalised by the end of the year. Scottie drove the 30-98 to the recent Winton Race meeting so hopefully we will meet up with him on the next Vauxhall event.



OE262

FOR SALE 1923 23-60 Vauxhall OD592 owned by Greg Mackie

1923 23-60 Vauxhall chassis number OD592 engine number OD593

The car is fitted with 21" well base rims fitted with five near new 600 x 21 Goodrich tyres.

The finish is in Saturn polished aluminium, it has the correct leather trim, hood with hood bag and side curtains as well as front and rear tonneau.

The engine is fitted with twin 1 ¾ SU carburettors and modified exhaust manifold.

Since Greg has owned the car he has had the engine reconditioned with new Argo rods and new pistons. It has also been fitted with new cam followers. A full flow oil filter is now fitted as well as a new stainless steel petrol tank.

The original unbraked front axle has been fitted with Alvis Speed 20 brakes and Vauxhall kidney box with the footbrake operating the four wheels and the handbrake on the rear brakes as well.

The car is fully N.S.W. registered however the numeric plates as depicted in the photograph as not being sold with the car.

Price: \$70,000 ONO

Interested parties should contact Greg direct on -

Mobile: 0402 415 022

Email: greg@kirrapak.com



OD592



OD592 dash board



OD593 engine



OD593 engine

Thanks to all those who contributed with photographs and articles for this newsletter. A further plea goes out to everyone for more articles and Vauxhall photographs to maintain future newsletters.

Dave Stuart.

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