

A - D VAUXHALL REGISTER

AUSTRALIAN NEWSLETTER

OCTOBER 2022

Hello Everyone.

The Committee of the A –D Vauxhall Register recently expanded the cars eligible the register. The Register now includes all vintage Vauxhalls, so it now includes 14-40's and 20-60's. However the register still excludes 30-98's as they have their own register.

Noel Richardson from Tasmania sent me the article below on his 14-40 as well as the two photographs.

Hello Dave

I have put this together, hoping that you can edit it for the monthly newsletter. apologies that it is a bit late for February.

Best regards

Noel Richardson

From my early teens I had the desire to own a mid range vintage car. I did have a roadworthy 1928 A model Ford for a few years in the mid sixties, but like many, commitments overtook time, work and space that led to its sale.

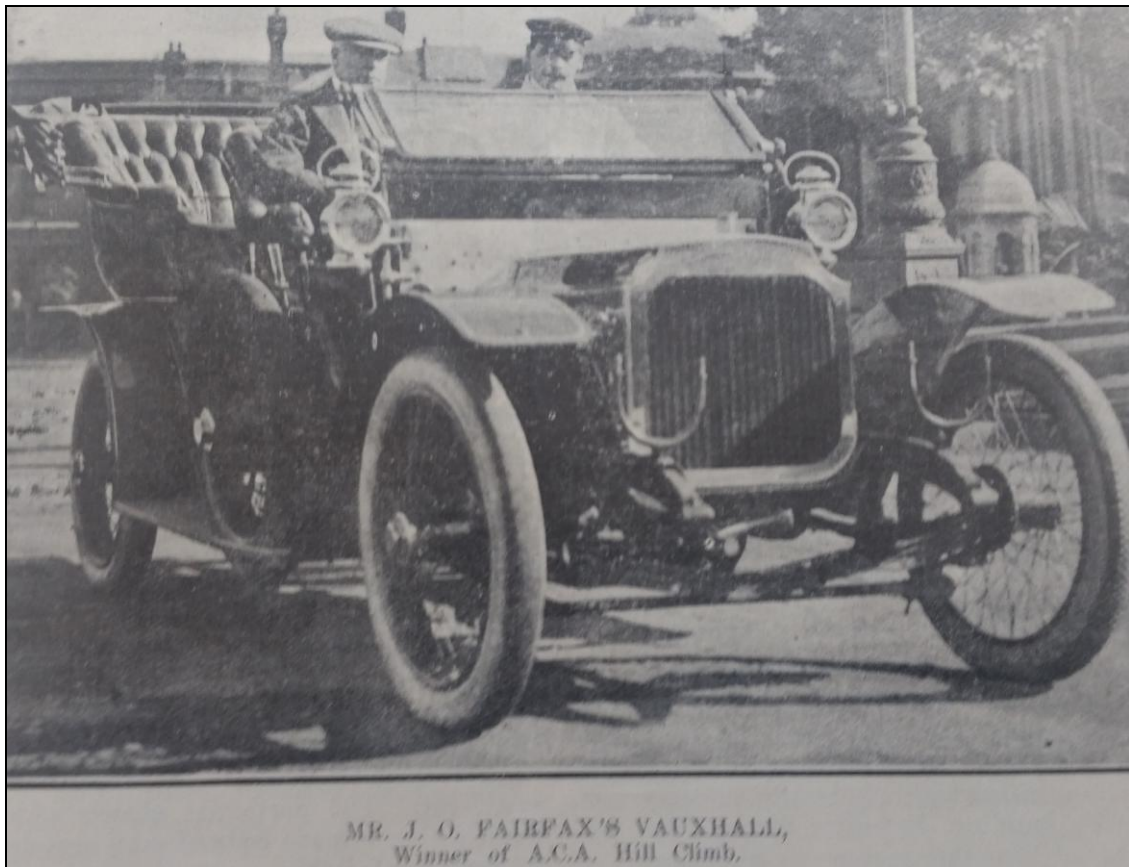
Retirement rekindled the interest and an advertised 1923 1440 M type #1208 was found south of Brisbane. The car was owned by a retired earth moving contractor who had dismantled it and then "frozen" some 25 - 30 years. Beyond that, I have no history of the vehicle. The sale negotiation included transport to Hobart area and was in very poor mechanical and body condition, although most components and substitute parts were available. It appears the body is Luton UK construction

Major restoration of engine and gearbox was completed by John Kent at Wangaratta and currently the restoration has reached a stage where I feel that another vintage Vauxhall has been saved.

The numbers of M type Vauxhall seems limited and I would be interested to communicate with other owners - I can be contacted at <noel.i.richardson@gmail.com>



Ian Irwin from the A.C.T. sent me the photograph below of the Fairfax A Type Vauxhall at the time being the winner of the A.C.A. hillclimb. I am not sure of what the A.C.A. hill climb was however Mr Fairfax was from Sydney and hill climbs in his day were held at Artillery Hill located at Audley in the Royal National Park. There were also hill climbs run on the steep hills near the coast at Bondi. Maybe a reader could let us know what A.C.A. stood for.



John Kent sent me the period photograph below of an A Type being used for a Black Cat cigarette advertisement.



The article in the link below was written by David Neeley of Sydney and is well researched and exhaustive on the body building firm of Jackson Jones and Collins which was located in Parramatta Road on the western side of Taveners Hills in the inner Sydney suburb of Leichhardt.

To open the link below hold down the ctrl button on the keyboard of your computer and click on the link. You will have to minimize this newsletter and then open the article which be on your screen in PD format.

[Jackson+Jones++Collins.pdf \(squarespace.com\)](#)

Two Vauxhalls come to mind that were bodied by Jackson Jones and Collins a D Type as well as a 23-60. The D Type D3392 was previously owned by Alex Hayward and now living in the USA. The 23-60 OD1303 is presently owned by Alex Hayward and living in the UK. Photographs below.



D3392



OD1303

Murray McDonogh (D3190) from the A.C.T. send me the article and photographs below on how he purchased a Vauxhall gear box that had a compressor fitted to it.

This is a little story of how I came across the compressor I told you I have.

Back in about 1974, I bought some 23/60 parts from a nameless gent which included the rear half of a D type chassis with diff and springs. There was also a switch panel with the bottom broken off.

Almost Two decades later, I visited Gidleigh Station, which is near Bungendore NSW, which is where the aforementioned parts had come from.

The owner at the time, Mr. Rutledge, was a descendant Captain Rutledge, the original owner of OE238. The family also owned the D Type which the parts came from. Apparently, after the car was broken up, the engine was used as a lighting plant for the tennis court! Unfortunately, I have never traced it.

Mr Rutledge showed me into one of the workshops and there connected to a drill press was a gearbox, with gear change mechanism connected, enabling different drilling speeds.

At the rear of the gearbox there was the air compressor which is the topic of this article. I had never seen one before or since.

The compressor was mounted where the rear lay shaft cover bolts on. The lay shaft had been machined down and threaded with the dog drive pictured fitted. There must have been a lever on the outer end of the compressor crankshaft to enable operation of the compressor.

I was able to buy the box and also search for anything else I could find.

In the scrap bin. I did find a complete Rotax priming cup and parts of another. Also, the switch lever for a dash lamp, which is different to the later lamps. It can be seen today on E329.



Compressor



Dog drive for the compressor



Reluctantly parked together but not talking to each other

Dean Prangle from Queensland is a long term member of the Vintage Car Club of Queensland and as a teenager owned a 23-60 OD961. Dean tells his story about his ownership of this car and I think his story would make for a great movie, infact I'll mention it to Spielberg next time I'm talking to him.

OD961. THE PRANGLEY CONNECTION.

It all started in 1956 when the newly formed Vintage Car Club of Queensland paraded its cars on the main oval at Brisbane Boy's College at Toowong, a suburb of Brisbane, where according to my teachers I was supposed to be educated.

For a 14 year old with a mild interest in motor cars it was a life changing moment. There for all to see were a superb collection of rare motors: Rolls-Royce Phantom, Minerva, Bentley, S.P.A., Fiat, MG bullnose, Lancia Lambda, Alvis, Austin 7, and along with others a 30/98 in chassis form only.

I was hooked on old cars from then on and fortunately my father Dean {Senior} was also interested having pulled a few apart with his brother on their Gympie farm in their youth. We began looking for a suitable vehicle which would be acceptable to the VCCQ as its constitution forbid the acceptance of American cars which were considered common and unclean. (apart from the odd Duesenberg, Stanley steamer etc.)

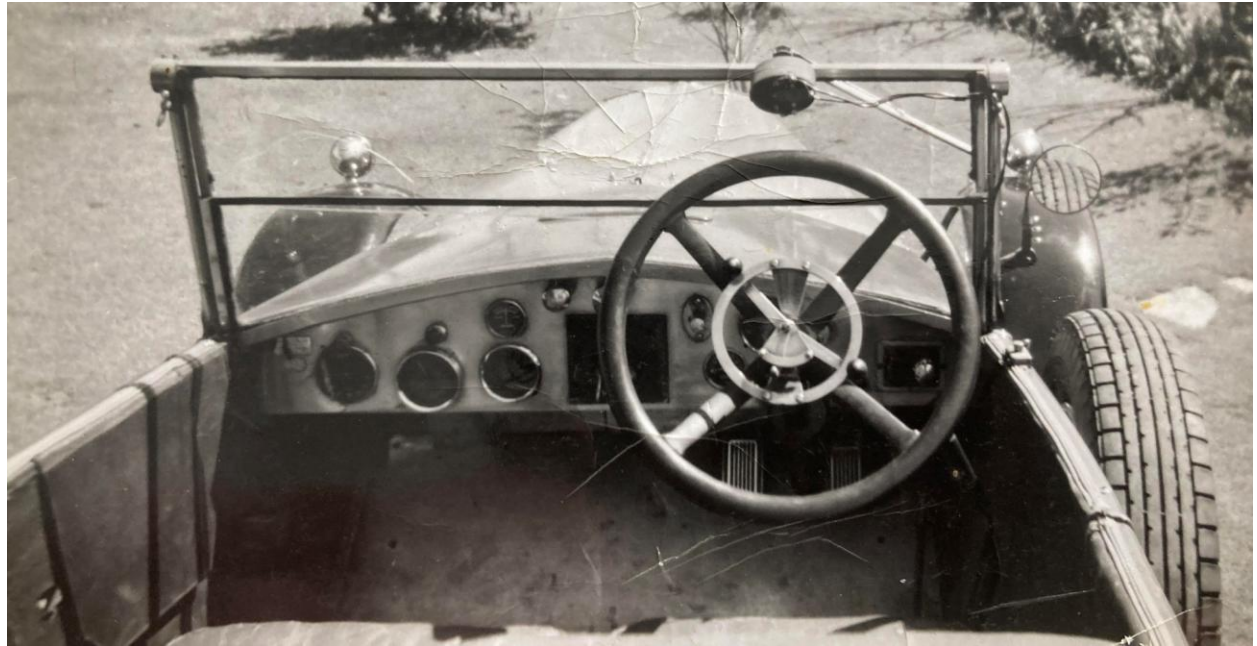
An advertisement in the Courier Mail for a 1924 Vauxhall 23/60 tourer in late 1957 caught our collective eye and so off we went to Annerley for a look.

Alan Hale was a founding member of the VCCQ and owned a 30/98, the 23/60 and was custodian of a 1912 FN owned by Mrs Cameron who allowed him to restore the car and use it for rallies and displays.

OD 960 was looking and smelling appealingly when we arrived and following a test drive around a few streets we were the new owners.

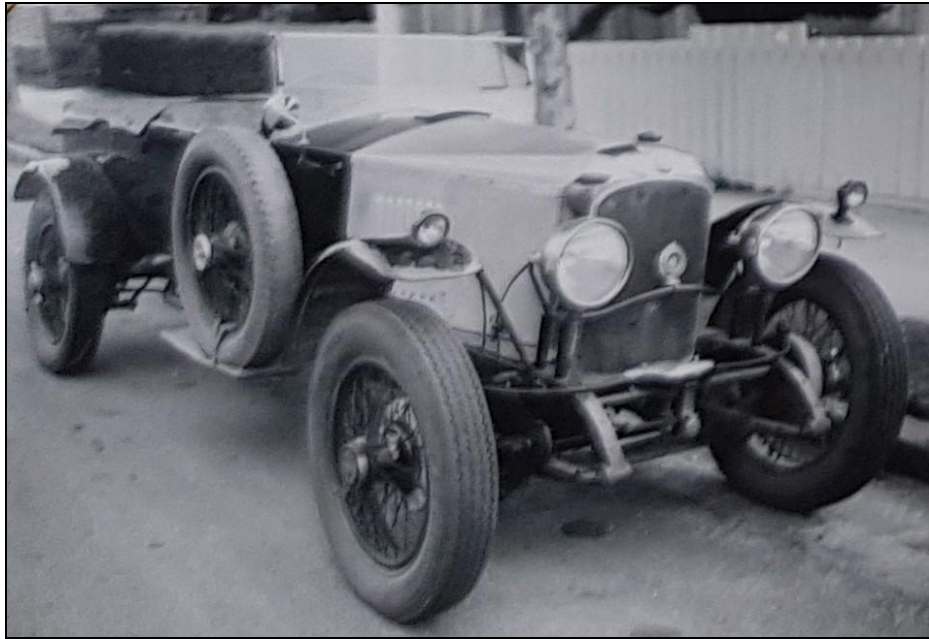


Dean Prangly driving OD961 in 1958

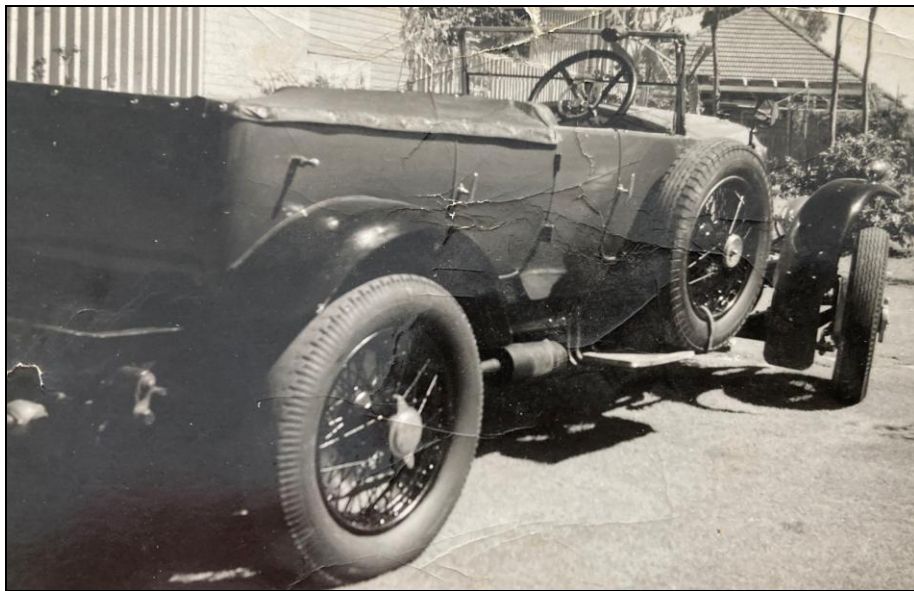


OD961

Alan had done a few modifications during his ownership such as disconnecting the harmonic balancer and shaving a few KG off the flywheel. He loved hill climbing at White's Hill and came to grief in the presence of a large tree which altered the 23/60 and all of the left hand side mudguards. Unfazed Alan had manufactured cycle guards out of the remains for all four wheels and strapped the spare to the drivers side running board. So we drove home in a modified Vauxhall which went very well and looked fine to us being ignorant in the finer points of originality.



OD961



OD961

We became enthusiastic members of the VCCQ attending the annual Banana Rally at Murwillumbah, concours and sporting events. Dad became President of the Club in 1958. The Vauxhall was very reliable apart from the vacuum tank which caused a few delays and I was allowed to drive it around the house yard in readiness for my licence.

This came in 1959 by driving mum's Morris 8 around the block in Tewantin with the local policeman beside me. No problem.

From that day I drove the Vauxhall regularly and spent hours cleaning excess grease off the chassis and polishing the engine. The gearbox was a joy to operate and I became proficient in clutchless changes.

Victor Bloxsom turned up occasionally in the Stanthorpe hearse 23/60 which had 20" wheels and looked a bit odd. We agreed to swap my 23" which improved the look of both cars.

Now with a more sporting performance I began to try the 23/60 out against other cars. One was a Lancia Lambda series 7 which belonged to John Akers. We met at Sherwood and took off down Oxley road flat out and into side streets squealing tyres on every corner. This proved that Italian suspension was much better at corners than Luton could produce so round one to the Lancia.

Further battles ensued with the Vauxhall able to hold its own in acceleration and straight line but losing out in the twisty bits.

One morning in 1960 I crossed over the Grey Street bridge heading for Highgate Hill. At the lights at Montague road there was an Austin A40 convertible complete with foxtails, aerials, skeletons hanging from the rear view mirror and a big bore exhaust pipe. I decided to show him what a 1924 Vauxhall could do.

We took off with a roar with the Vauxhall just in front and I did a lightning change to second and planted my foot. "BANG!!!"

One duralium connecting rod had had enough and broke in half, one portion of which burst through the crankcase showering pieces of aluminium across the footpath and off the wall of a bank. Everything came to a stop.

The engine had already seen competition on Whites Hill and now in the hands of an eighteen year old lead foot had blown up in a big way. The RACQ Land Rover towed me home to Sherwood where I gave Dad the bad news. His first thought was to murder me but on reflection gave me the job of sourcing all the parts needed for an engine rebuild. This to come out of my pocket.

The helpful members of the VCCQ suggested a visit to Ray Frawley at Redcliffe who apparently had lots of Vauxhall bits hidden away in his back yard.

The Frawley family had owned several Vauxhalls over the years including 23/60s so I made an appointment and turned up in the family Mini with hope of finding what was needed. Ray listened to the extent of damage and went to a 44 gallon drum in his garage. He began pulling out con rods, pistons, valves etc all wrapped in genuine Vauxhall Motors Luton greaseproof paper. Brand new old stock! Once done he took me out to the back yard and found a crankcase which was complete but had been repaired in the past with a large welded patch.

Having loaded them into the Mini and accepted my 5 pounds Ray directed my attention to a large Packard coupe parked on the footpath. A 1929 model, straight 8 with a golf club compartment, dickey seat and wire wheels. It was complete but showed some surface rust having been outside in the elements for some time.

"Would you be interested in this?" he asked.

“How much?”

“Five pounds.”

Having just spent 5 pounds I had nothing left as well as being under the influence of the VCCQ that all American cars were unacceptable.

Another member did buy it and having taken out the gearbox wrecked it and buried the remains. Years later an overseas visitor came looking for that Packard as it had been a special model made for a French Consul with high compression head and other specifications. If restored today probably \$300,000 or more.

Back to the Vauxhall we entrusted a local mechanic to put the engine back together and eventually got things going well. The new engine was much more powerful and the car went up Mt Cootha in top gear after running in.

Eventually other activities including girls reduced my interest in the Vauxhall and the purchase of a 1959 MGA spelt the end of the Prangley ownership of OD960.

I am glad to see it so beautifully restored to original and hope it continues to provide enjoyment for many years to come.

Dean Prangley



OD961 as restored by Brian Boardman N.S.W.

Mr Kidner the Managing Director of Vauxhall Motors used a D Type to tow his caravan, The body on his tow car was an Arundel.

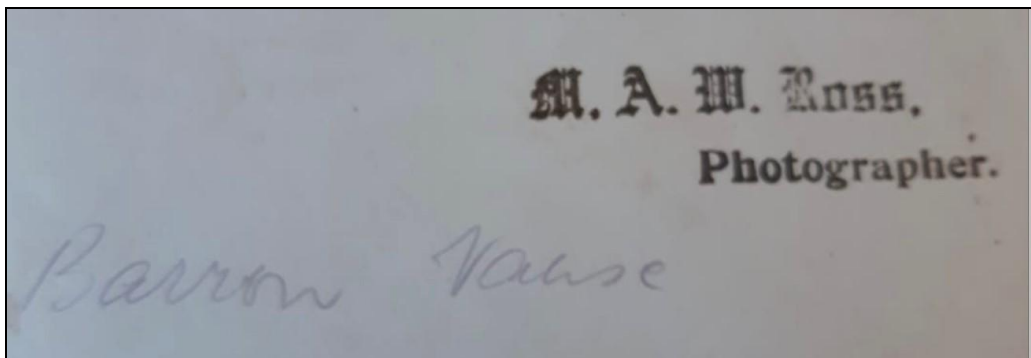


Mr Kidner's D Type Vauxhall

In the previous edition of the newsletter for April there was an article on a query from Peter Ransom the editor the Vintage Car Club of Queensland's magazine re information about Claude Barron and his 30-98, Richard Walton advised the 30-98 was OE247 which now lives unrestored in N.S.W. Phil Virgona has now ferreted out some further information on TROVE relating to Claude Barron and his 30-98. See the three attachments below which appear to relate to December 1937.



Claude Barron in OE247 at Mount Gravatt Queensland



Name of photographer on rear of photograph

MT. GRAVATT CLIMB

Barron's Fine
54.12 secs.

Some interesting performances were recorded in the hill climb at Mt. Gravatt on Saturday in which nine motorists, including one lady, competed. Although the road was rough in places and generally in poor condition, **Claude Barron** went up in 54.12 secs., only 2.06 secs. slower than the hill record.

Barron, who drove a ten years old 30.98 Wensum **Vauxhall**, was very consistent, varying only .23 sec. in the three runs each competitor was allowed in the event proper. Incidentally his fastest handicap run was his first, 55.51 secs. The 54.12 was made in a record attempt later. The 55.51 secs. run gained him first handicap place as well as fastest time for the day and fastest over 1,500 c.c. class time.

Second place in the handicap went to Miss G. O'Connor, a consistent supporter of R.A.C.Q. competitions, and she thoroughly deserved her success. Miss O'Connor was another whose times varied little, but her final run proved her fastest, her times being 67.28, 68.12 and 66.37 secs. The first run gave spectators at the notorious first turn many thrills as the driver was thrown about the front seat almost losing control. She stuck to her guns, however, and finished

ONLY WOMAN COMPETE

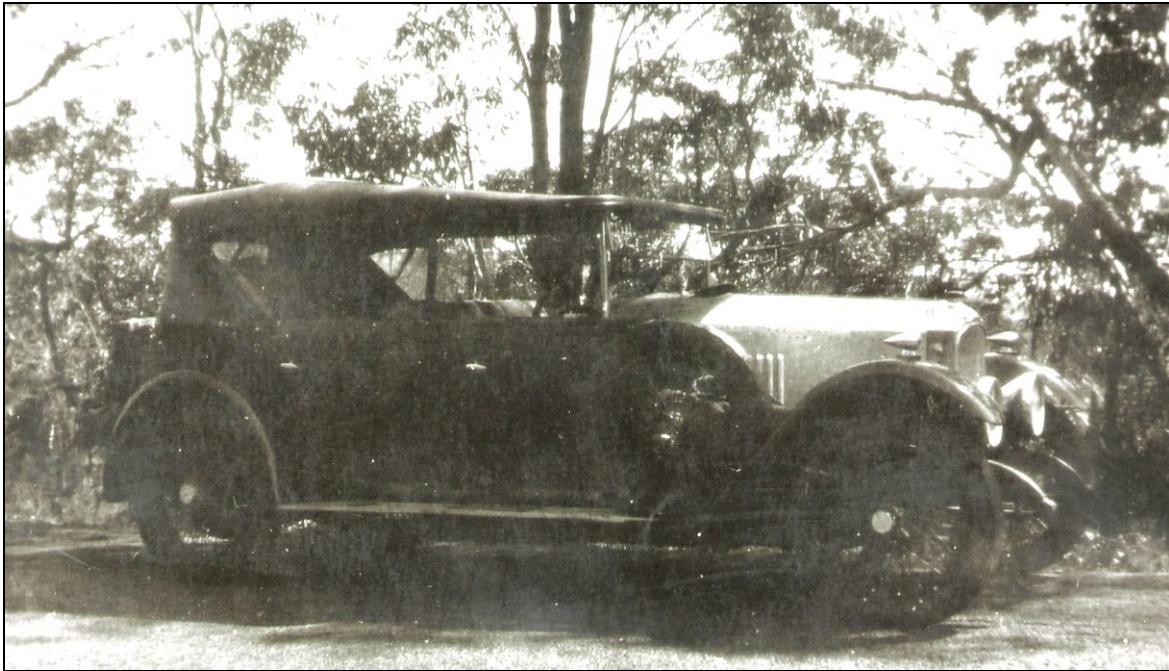
After the third run Miss O'Connor expressed the hope that that as she had found the contest in view of the roughness. Actually, Miss O'Connor as the only woman competitor, driver of a closed car.





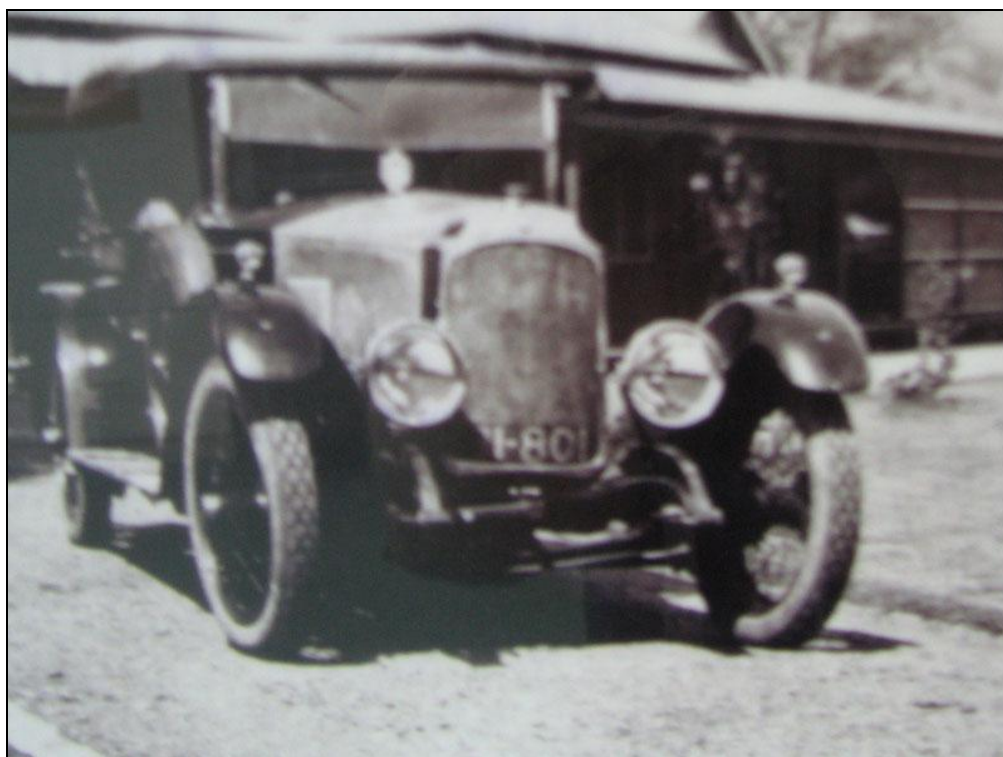
OD233 outside St Johns Church in Camden.

With the recent flooding in Sydney, Eric Hagan who lives in Camden was told by the S.E.S. to evacuate his home as the Nepean River was expected to rise to a record flood level that would have flooded the homes in his street. Eric took his 23-60 OD233 to the highest point in Camden and parked it for the night outside the local church. He then prayed the Lord would intervene to take care of the 23-60 until the floodwater receded, true story. The car survived unscathed so there must be a moral to the story somewhere.



OD494

The photograph above taken of our 23-60 OD494 was given to me by Airlee Croaker wife of David Croaker Snr from the property Coonarang in Wingen. Unfortunately the date the photograph was not recorded however it would have been in the 1920's as another photograph I have that Airlee also gave me was taken on the same trip and there was no number plate displayed on the front of the car. The luggage rack on the rear of the car is loaded up so the Fred Croaker was obviously on a trip in the car. The 23-60 still had the enamel number plate N.S.W. 31-801 on the rear of the car when John Giddy bought it. When front plates became compulsory 31-801 was painted on the lower section of the radiator core however the front plate which was later added to the car in the late 20's and it still wears, was home made.



OD494 at Petwyn Vale in circa 1932

The photograph below was taken on the V.S.C.C.A.'s 50th Anniversary Rally and shows the entrants in the car park at the motel where we stayed in Mudgee. See how many faces you can pick, most are still with us though quite a number have now gone.

A nice bottle of red will be awarded to the correct number of Vauxhall owners and their names appearing in the photograph. Please email me your answer.



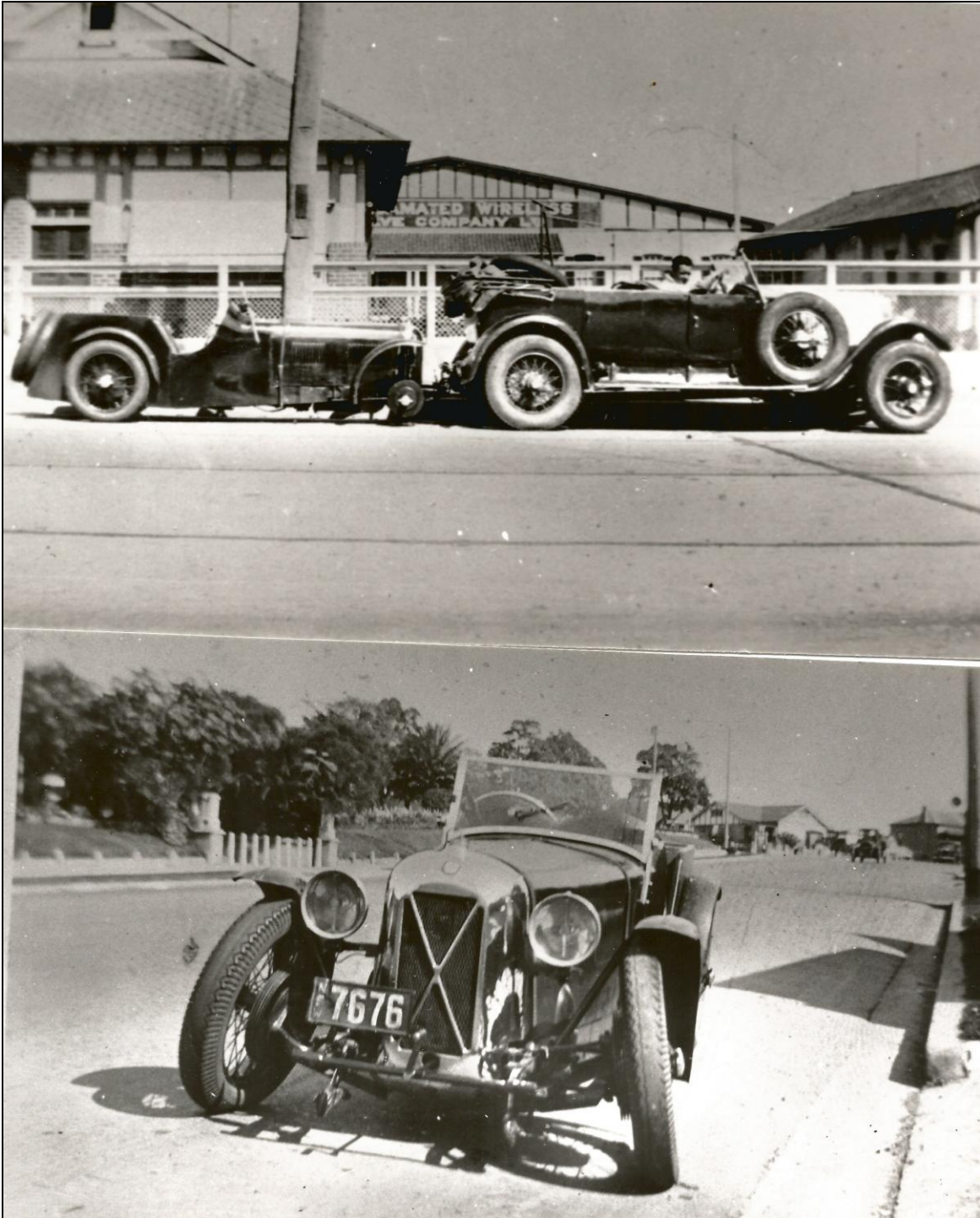
The photograph below shows the three 23-60's used for my daughter Angela's wedding in Milton on the South Coast of N.S.W. Brian and Norma Boardman were in their 23-60 OD961, Mary and I were in our 23-60 OD233 and Richard and Emi Walton were in OD494 which I had just purchased from Marion Giddy.

OD233 carried the bride and groom to and from the church and OD494 and OD961 carried the brides maids and flower girls.



OD233 – OD494 - OD961

The photograph below is of an unidentified 23-60 towing Fred Hynes (OE216) brother's car home after the car appears to have suffered a broken front axle.



Too much negative camber.

The photograph below is the chassis remains of OE13 as it was picked up by Gunnar Sundell when he purchased the Vauxhall collection from Ron Grant at Ingleburn N.S.W. I also lived in Ingleburn and as a 17 year old purchased OD841 from Ron Grant for ninety pounds. I recall Ron's Brecia Bugatti lived in the old bus body and was painted a nice blue.



OE13 chassis

The photograph below shows Ron Grant standing beside his 30-98 Black Bess OE108 now owned by Neil Heilbrunn. Barry Gillings who was a lecturer in Dentistry at Sydney University had purchased the Rolls Royce Silver Ghost hearse from the undertaker in Barraba N.S.W. Barry sent two of his students one being Phil Kinsella to Barraba to drive the Rolls Royce back to Sydney however on their journey back to Sydney the Rolls failed to proceed. Ron Grant and Barry drove up to where the Rolls had broken down and towed it home behind Black Bess on a ridged tow bar. The story goes that Ron was towing at an uncomfortable speed for Barry so they arranged for Barry to blow the Rolls' horn if he wanted Ron to slow down. As they travelled through a small country town in the wee hours of the morning a local recalled the old Vauxhall going through the main street with the old Rolls hot on its tail blowing it's horn trying to overtake the 30-98. He couldn't believe it as he knew the 30-98's were a fast car. Another true story.



Ron Grant and OE108 Black Bess

Ron is rugged up in an overcoat, flying boots and traditional beret. In a lot of photographs Ron was mostly seen wearing his beret and I recall he was still wearing it when I knew him as a 17 year old.

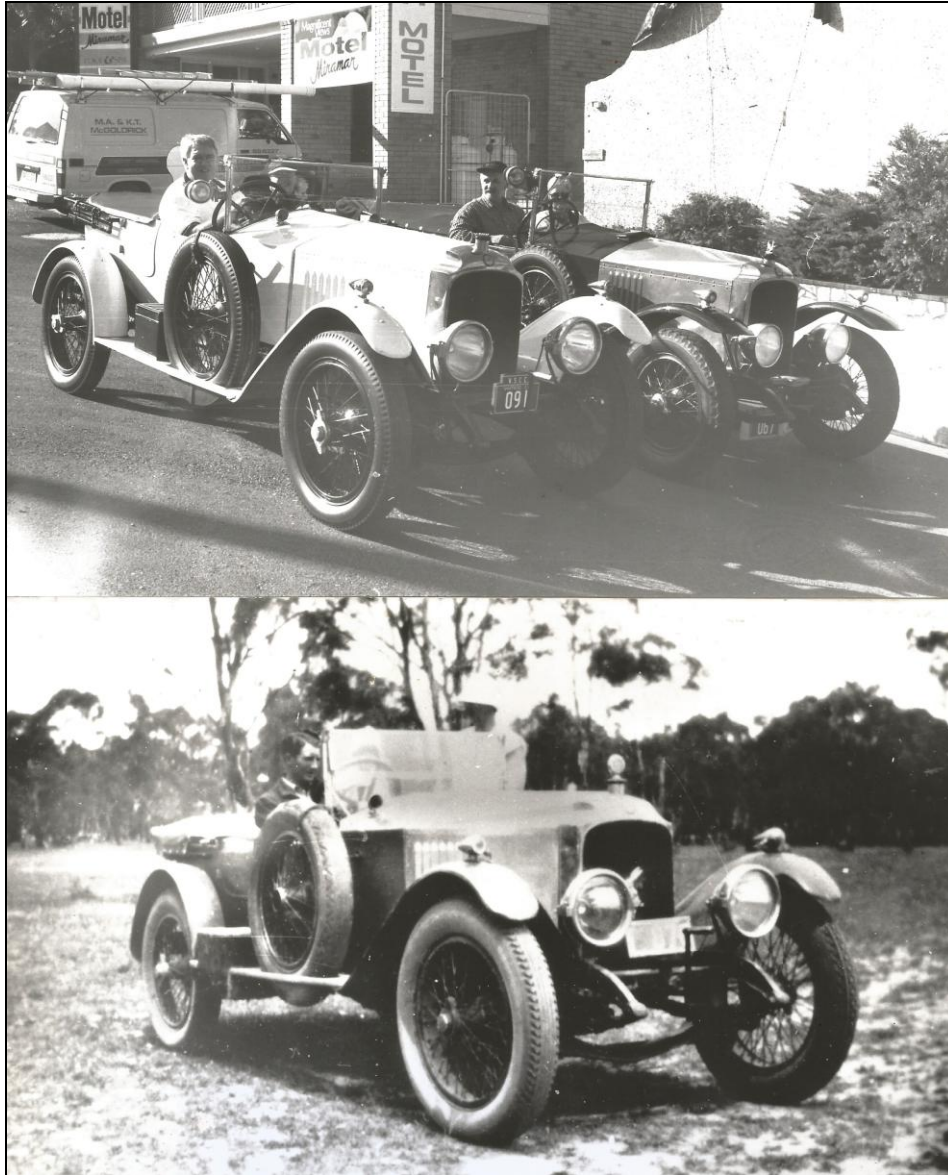
Black Bess is displaying trade plates. I recall Ron lent me his car trailer and trade plates when I purchased OD1072 (Evan Quarmby's car) from Fairy Meadow near Wollongong.

The photograph below was taken in 1961-2 at a V.S.C.C.A. event in Lane Cove when David Croaker, his wife Airlee in the front with children David, Patricia and Wendy in the back had come down from Wingen in OD494 for their Christmas holidays. The trailer was loaded with their bags and beach gear. They would come down each Christmas and rent a house in Collaroy north of Sydney to spend their summer holidays.



OD494

The top photograph below shows Gunner Sundell's two 30-98's. Mary and I are in the cream E Type and Ron and Kerry Adams are in the OE. We had over nighted in Nambucca Heads and were heading for Queensland on the now infamous Watford FO4 rally as it was later written up as.



The lower photograph depicts A.S. Lessey in his E Type 30-98 on the property “Kambah” in the A.C.T. The car number is unknown however it is possible that it is the above E Type later owner by Gunnar Sundell.



Remains of Kambah woolshed

Kambah homestead has long gone as the large property was resumed by the A.C.T. government and was located where Tuggeranong is now situated. Only the shearing shed remains in the present suburb of Kambah and it has now been turned into a barbecue area.

More photographs below from the recent Veteran and Vintage Vauxhall Rally in Beechworth.



Richard and Emi Walton's 30-98 OE53



*Peter Holebeach's 30-98 OE227 (sold following the rally to Daniel
Zampatti of Victoria)*



OE108 - OE53 - OD494 - OD793 and OD592 in Bright



Military apprentice mechanics with cars at Bandianna Museum



Rob Merryfull's LM2320 at Military Museum in Bandianna



The photograph above shows Dave Stuart presenting Rob Merryfull with the Ral Rainsford trophy at the final dinner of the rally for the restoration of his 14-40. The trophy is from the A – D Vauxhall Register and presented every year for the best restoration of a Vauxhall.



Brett and Wendy Blackmore ready to leave Jingellic



OD494 in the North Connect tunnel Sydney on the way home.

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.

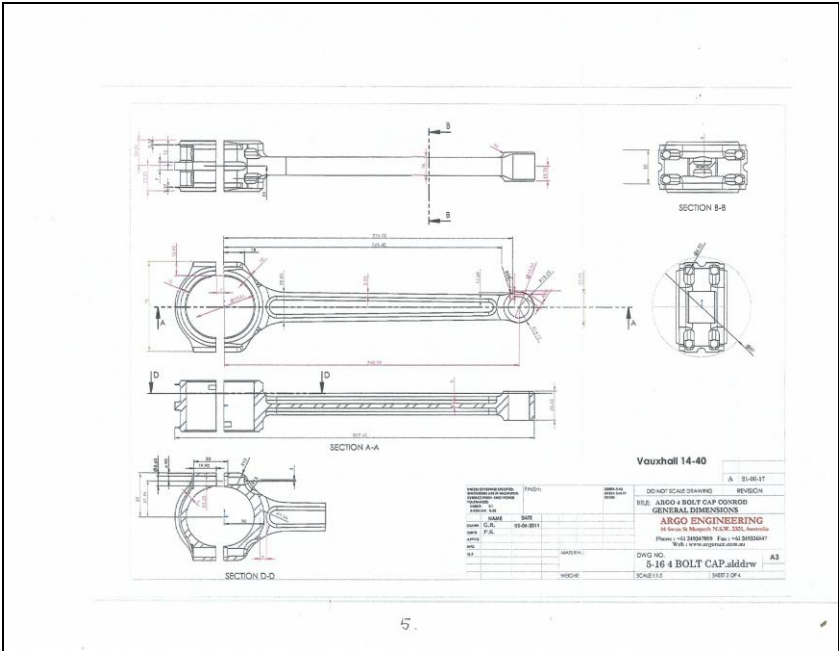
Timing chain conversion to roller chain for D, E, OD and OE models.

OE Cylinder Heads.

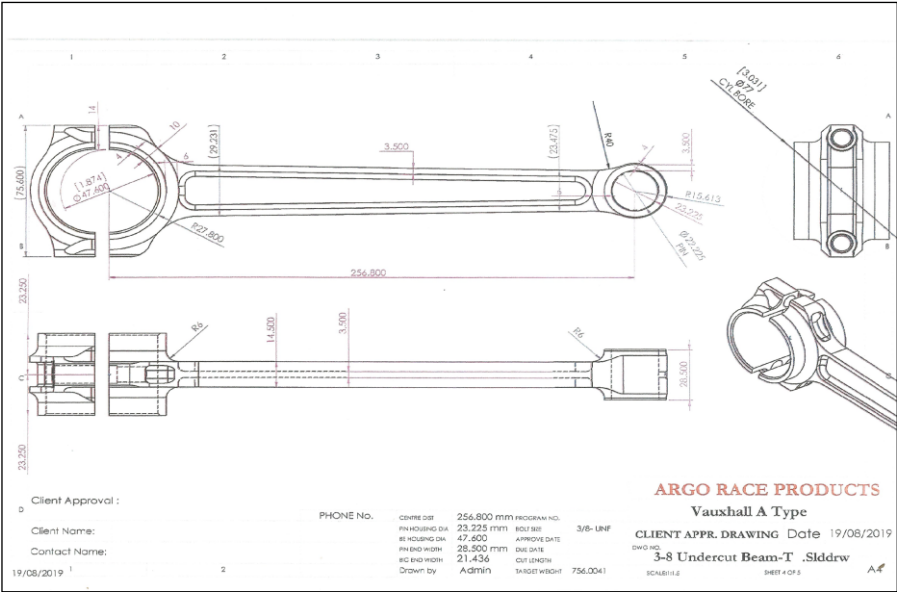
OE exhaust manifolds.

Services

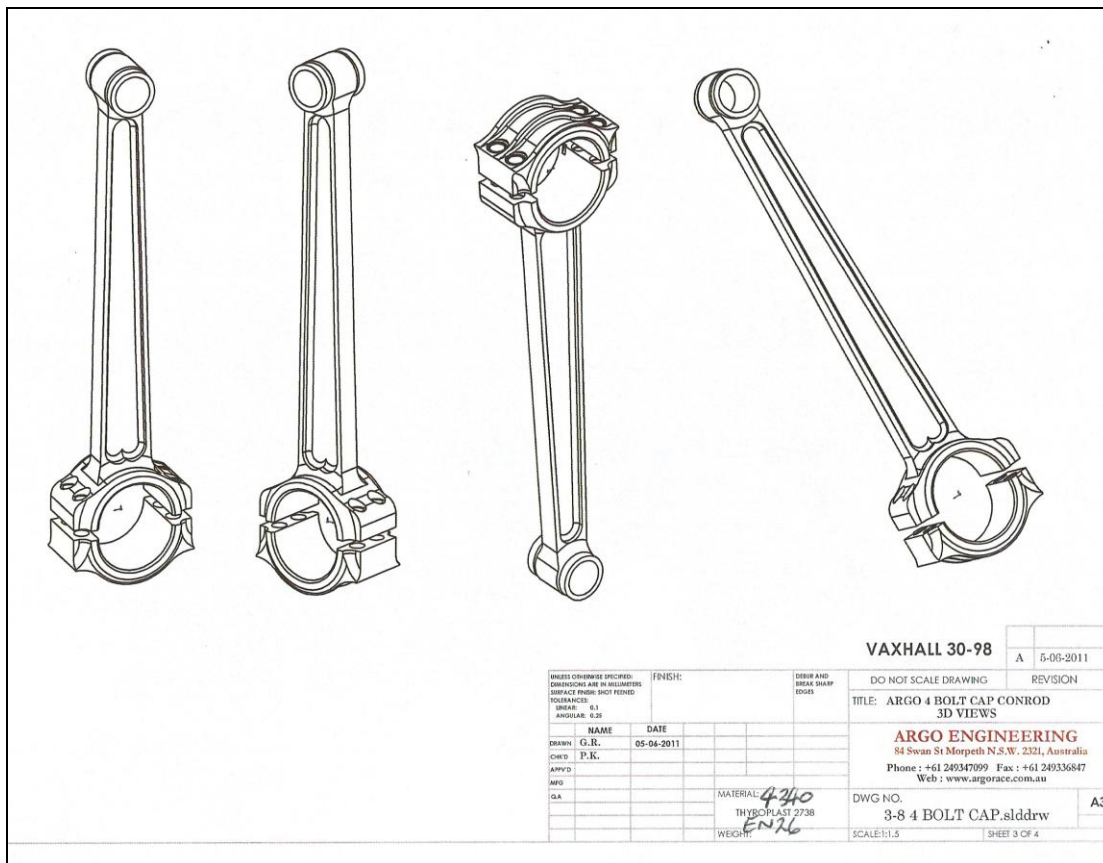
All aspects of restorations and maintenance including sub assemblies.



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.

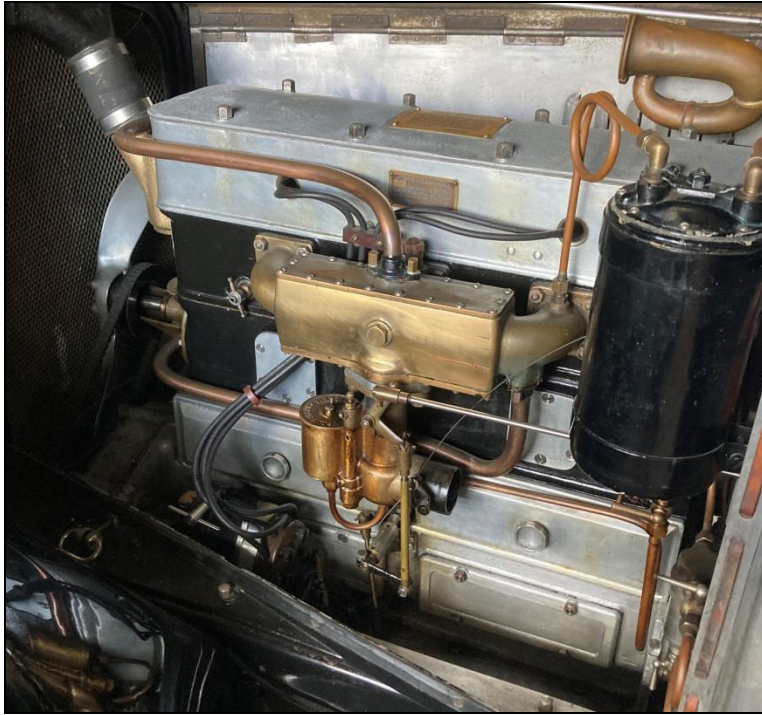
Please contact Greg Moore at: gregrmoore3@gmail.com mob: 0475575794



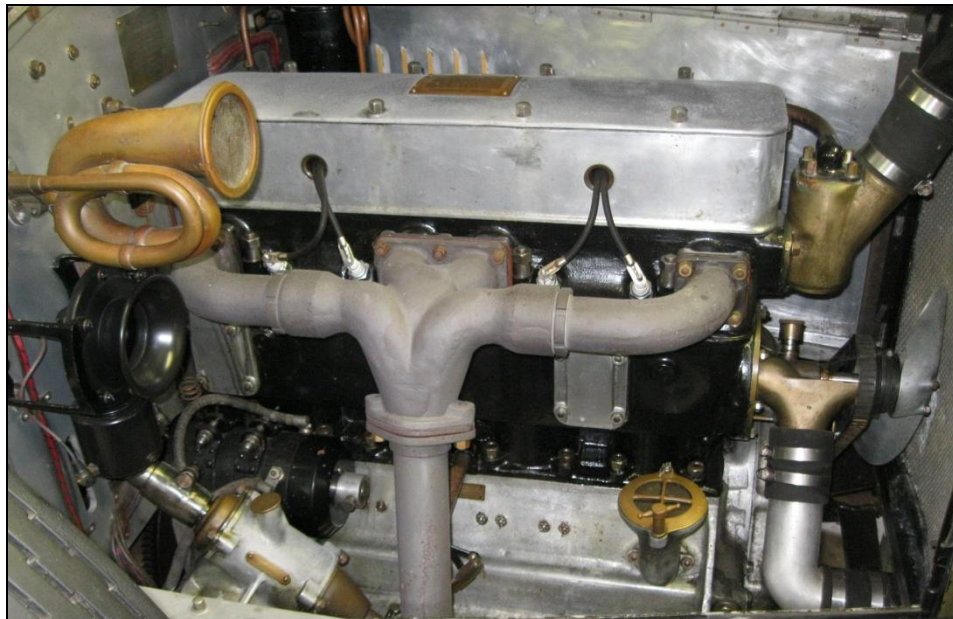
OD759



OD759's dashboard



OD817 engine near side



OD817 engine off side

I recently drove down to Budgewoi on the Central Coast with Neil Heilbrunn in his 30-98 Black Bess OE108. I had the privilege of driving to and from our lunch stop and told Neil the first time I saw his 30-98 was 60 years ago when it was owned by Ron Grant of Ingleburn. It was in chassis form and at the time was fitted with the two large bronze SU carburetors. The carburetors were in the spares that came with the car. Neil has had them reconditioned and is now fitting them back on the engine. The car was a delight to drive and very willing to go with strong hydraulic brakes for stopping.



OE108 Black Bess

The radiator fitted is a spare lent to Neil by Richard Walton as the original radiator off Black Bess is having a new core fitted to it. Neil likes the patina of the unpolished German Silver.....

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

More articles and photographs for the newsletter would be appreciated.

Dave Stuart.

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