



The Veteran and Vintage Vauxhall Register

Australian Newsletter

December 2023

Hello Everyone.

The photograph below is of a 30-98 gearbox we had in our spares that we are sure it was from OE221. You will see the stamping O.E. 221 quite clearly as the original number of the gear box. However someone has over stamped the 1 with a 0 in an attempt to change the number to OE220 however did not quite stamp out the original 1 with the 0. As well, the 0 is quite a lot heavier stamping than the original stamping. It is not known who did this or why it was done, one can only guess !!!!! OE221 was heavily damaged when it rolled over near Bathurst around 1950 and the parts later used to create a special built up by Bill Chadwick also of Bathurst. Bill told me he always called the car 'The Special' however it was in later ownership to be known as 'The Drainpipe Special'.

This gearbox is now going into the rebuild of OE73 owned by Jeremy Morris and replaces the D Type gearbox that was fitted to OE73 when

Jeremy bought it. OE221 gearbox was swapped for the D Type gearbox G2809/A that was in OE73 when Jeremy purchased the 30-98 and is now in the Stuart/Walton collection of spares.



The original gearbox from Greg Roberts' 1922 DType is D3688 and is now also in the Stuart/Walton spares is numbered G2957/A. It is not known what D Type the gearbox out of OE73 was from however it is a little earlier than the gearbox out of Greg Roberts' D Type.



I saw the advertisement below recently on facebook. I didn't know the names of the dealers in Brisbane, Adelaide or Perth before. Do any readers have any details in their archives on these dealers.

MARCH 1, 1929.

THE BRITISH MOTOR IN AUSTRALIA.

PAGE TWENTY-SEVEN

— of a Long, Blue-Blooded Line



THE first Vauxhall was a "yearling" in 1901—a yearling destined to make motor car history, for that car of twenty-eight years ago was the first of "a long, blue-blooded line."

Right down the intervening years, Vauxhall has remained the outstanding aristocrat. No challenge has shaken its position as the most advanced car of a world-wide class whose demand is for the fine—truly exclusive.

And now Vauxhall gains a still wider margin of leadership in the improved 20-60 Vauxhall Six—a supreme achievement in brilliant performance and luxurious beauty.

Metropolitan Distributors:

Sydney: Boyd Edkins, Ltd. — Melbourne: Barlow Motors Pty., Ltd. — Brisbane: Metropolitan Motors Ltd. — Adelaide: Mann's Motors, Ltd. — Perth: E. D. Toe Motors, Ltd.

GENERAL MOTORS (AUSTRALIA)
PTY. LTD.

MELBOURNE — SYDNEY — BRISBANE
ADELAIDE — PERTH.



The Improved 20-60
VAUXHALL SIX
— of a Long Blue Blooded Line

Ian Irwin from the A.C.T. sent me the photograph below taken in 1911 in the Royal National Park of N.S.W. It is difficult to tell whether the second car is an A Type as well the car leading. The front axle on the second car does look like it is the same as the lead car. The lead car has acetylene lights so it wouldn't be Fifty Bob as it was fitted with electric lights. Any opinions?

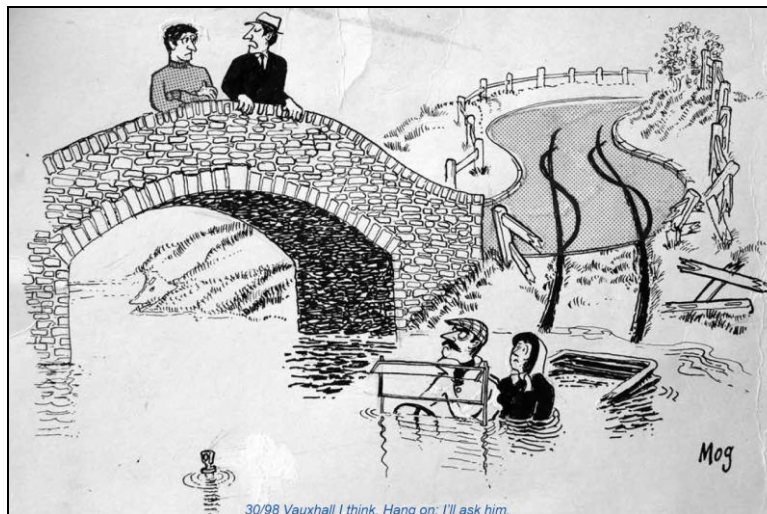
Car racing in the Royal National Park, 1911



Ken Davis owner of OD759 and OD1303 from Sydney sent me the photographs below of a Vauxhall special he saw at Goodwood in the UK in April this year.



Ian Irwin from the A.C.T. sent me the cartoon below reprinted from the NZ RR and Bentley club magazine. Can you place the driver?



Some more photographs of OE238 that went to auction at Scammells in Adelaide on 20th May. I did ask around to see if anyone has a spare \$375,000.00 they could send me. I would have secured it and guaranteed to look after it.

This 30-98 is a lovely patinated example of the model with full history. I have previously mentioned this car has history with the V.S.C.C.A. with the four previous owners prior Laurie Vinall buying it were Jack Jeffrey, John Crouch and Frank Dent.

1925 Vauxhall 30/98

Back when Vauxhall was a premium sporting marque, not mass-market transportation, the '30/98' model was the ultimate expression of that image, with performance to match or better anything that Bentley, Sunbeam or Alvis could offer in period - and priced accordingly.

The 30/98 was born from Vauxhall's successes in reliability trials in 1908 and was always an elite model for the sporting motorist, with just under 600 chassis produced between 1913 and 1927.



OE238

Vauxhall's appearance is mostly unchanged from how Thomas L. F. Rutledge purchased it in 1925. The example to be auctioned by Scammells comes from the estate of David and Laurie Vinall of South Australia, but this car's original owner was the impressively named Thomas Lloyd Forster Rutledge of New South Wales.

A former ANZAC who was wounded at Gallipoli and would later serve as a politician in the NSW parliament, Rutledge still held the rank of Lieutenant-Colonel when he purchased a 30/98, chassis #OE238, direct from Vauxhall in Luton, England, on 26 May, 1925.



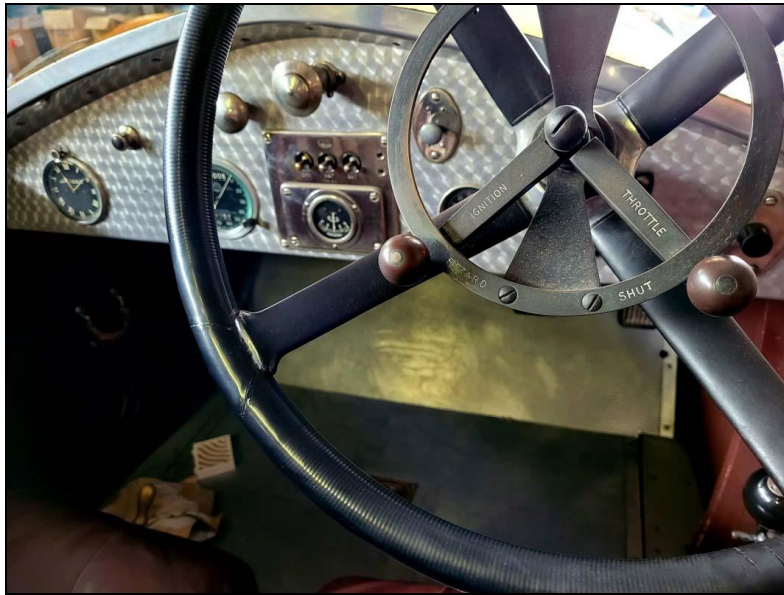
When in the possession of Laurie Vinall, the Vauxhall was driven regularly, including interstate to vintage rallies.

Being from a wealthy landowning family, Rutledge was one of the few back then who could afford such a car, which in bare chassis form cost around £1,000, with a further £300 for the factory Velox body Rutledge ordered for #OE238, while a new Austin Seven could be had for approximately £175. As a 1925 model, Rutledge's 30/98 had the overhead valve (instead of side valve) 4.25-litre four-cylinder engine that was introduced in 1922, matched to a four-speed manual gearbox; a combination that, depending on the body, could propel the car to speeds of up to 135km/h (85mph);



How often Rutledge drove #OE238 in England before shipping it to Australia is unknown, as is the mileage he covered here, but what is known is that he sold the car in the 1940s, after which it passed through three other owners before Laurie Vinall acquired it in 1965.

Despite multiple owners and competition use (most likely sprints or hillclimbs), what was then a 40-year-old car was still in good condition - good enough for Vinall to actually drive it home to Adelaide from Sydney. Similarly long drives followed, including to Albury and later Brisbane for rallies.



Changes and improvements made during Laurie Vinall's ownership included an engine overhaul, installation of a lighter flywheel and a chassis repaint.

With Laurie's passing in 1985, #OE238 went to his son David, who has maintained it in the same condition and appearance since, including the polished bare metal touring body with red guards, 23-inch wheels and burgundy leather interior, so it comes to the Scammells auction ready to enjoy immediately, with a range of spare parts to be included with the sale.



Vauxhall comes to auction ready to drive, with no refurbishment needed.

The chart below is a good reference for checking hub sizes on your Vauxhall. 42mm were used by 14-40's, 62mm by 30-98's and 80mm by D Types and 23-60's.

Wheel Centre Sizes

Wheel Type <i>Note 1</i>	Actual Hub Diameter <i>Note 2</i>	Number of Splines	Spline Length Short Hub	Spline Length Long Hub
35	52 mm	62	36 mm	56 mm
42	62.5 mm	75	37 mm	62 mm
52	73 mm	88	37 mm	62 mm
62	82.5 mm	100	57 mm	78 mm
72	92 mm	112	55 mm	84 mm
80	102 mm	124	58 mm	87 mm
90	111.5 mm	136	56 mm	94 mm
100	123 mm	150	59 mm	97 mm
120	137 mm	168	63 mm	101 mm

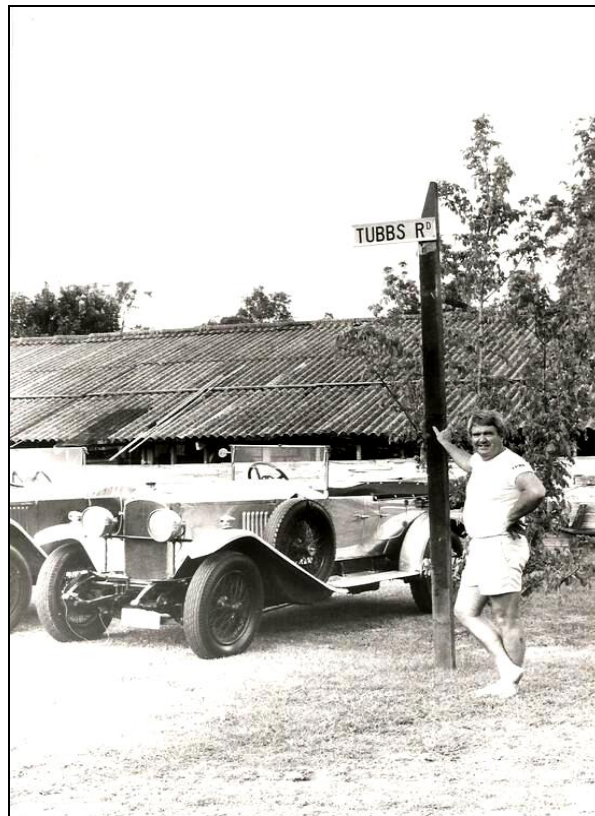
Note 1: The wheel type designation refers to the maximum size of outer bearing, in millimetres, which can be used with that hub.

Note 2: Actual hub diameter is measured across the outside of the splines on the car and not the wheel itself. Dimensions are $\pm 1/2$ mm.

In Europe most splined hubs are of the Rudge-Whitworth type having V-shaped serrations with dimensions as above.

On Rolls-Royces, and in America, you may find RAF type hubs which have square splines.

I was trawling through some photographs recently and low and behold this one below popped up of a slim author taken in 1988 at John Giddy's property in Kenthurst. The road leading to the top shed is appropriately named and I was standing in front of Murray McDonogh's 30-98 OE265 still shod on 20" wheels as purchased by Murray. The 30-98 was later shod on 23" wheels and looked more the part.



The shed behind me was referred to as the bottom shed and full of cars and parts many of them Vauxhall. The contents of the shed were amazing and ranged from a church pulpit to an old vintage race car I think was called "Whitey" though I might be corrected.

Oh! if I could only have that body refitted to my chassis again.

Dave Kirke from the UK sent me the photographs below of a war effort D Type chassis D2219 that was recently located in Latvia. The car is now back in the UK and will receive some attention in due course.

It's amazine these cars keep turning up and makes me wonder how many more are out there waiting to be discovered.



D2219



D2219



D2219

Another amazing discovery this time a 23-60 OD1007/OD1008 that was discovered on the Morning Peninsular, Victoria in May this year.

OD1007 was purchased by Russell Barrett of Victoria October 2023



OD1007



OD1007



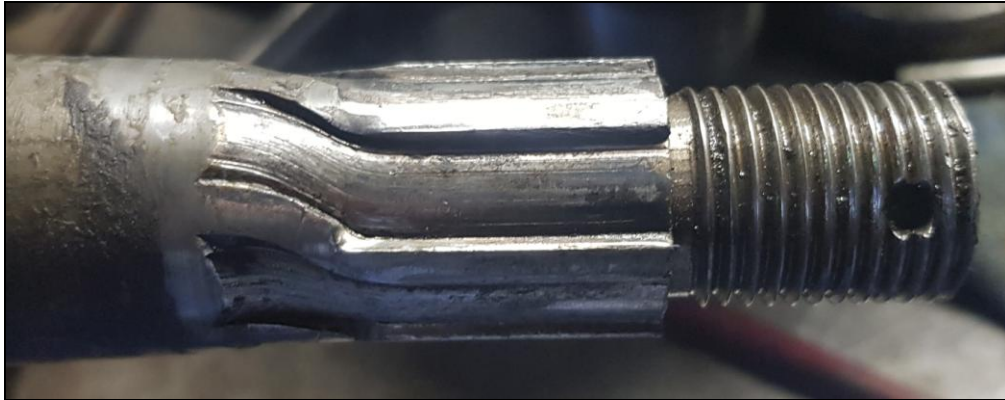
OD1008 Engine near side



OD1008 engine off side



Richard Walton recently gave OE53 a 100th year birthday present by reconditioning its engine as well as rebuilding the rear axle. The photograph below is of one of the original axles from the diff and it shows what 100 years of torque from the OE engine can do winding up the splines on the axles.



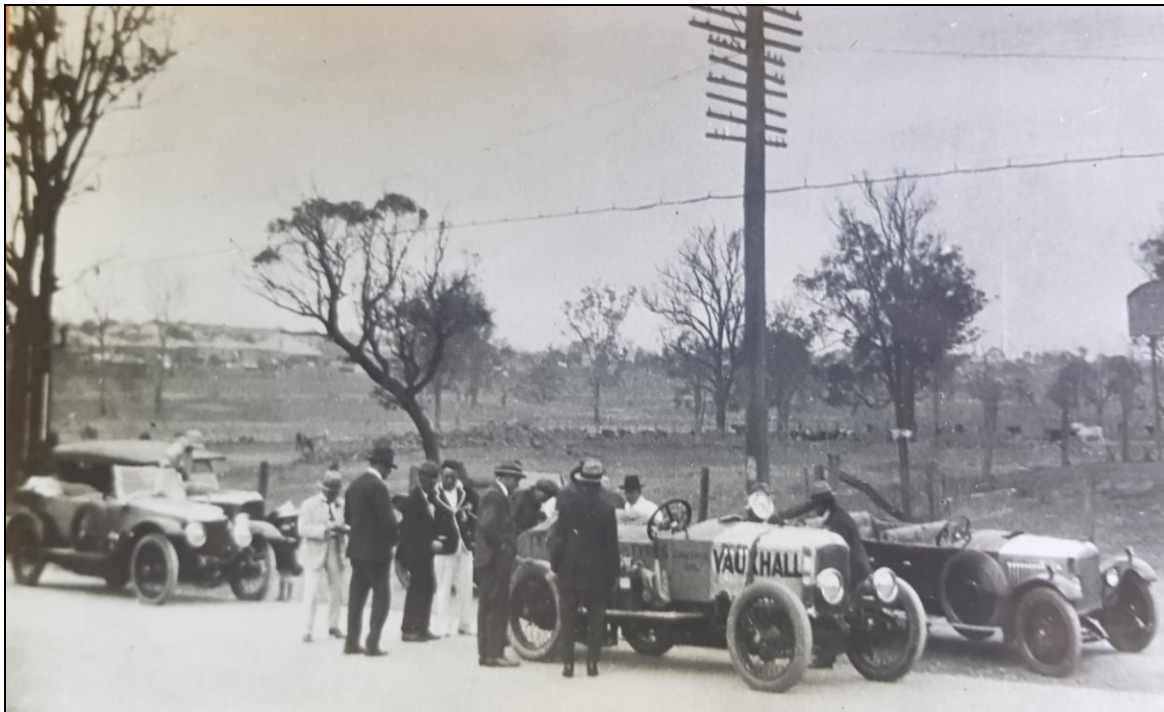
OE53 rear axle

Interestingly the 23-60 rear axles being of heavier construction did not seem to suffer from this problem. I have never come across a 23-60 axle that has wound up. However they do suffer from a machining problem in that at the taper end of the axle where the sun gear attaches there is a step down to the axle diameter and this step down which it at right angles is where the 23-60 axles normally break. When I had new axles made for our 23-60 the machinist put a radius on the step down as he too agreed that how they were originally machined with the step was their weak point.



23-60 rear axles

You may have seen this photograph before however for those who haven't seen it the photograph was taken somewhere near Sydney at the start of Burton and Bradbury's epic record breaking run in Boyd Edkin's E Type 30-98 E268 from Sydney to Perth in the 20's. I have previously included an article on the event titled **Blue Thunder written by John Burton.**



There is a lovely M Type 14-40 beside the E Type as well as a Prince Henry to the rear. I would think the photograph was taken on the Great Western Highway just out of Sydney. This part of the old highway is now called Parramatta Road.

John Burton was a regular driver and campaigner of Edkin's cars as well as the 30-98 believed to be OE188 Mr Parle a chemist from the Sydney suburb of Campsie owned.



Breakfast in Casino on Vauxhall 100th year rally



Setting up the Vauxhall Inn at Casino on Vauxhall 100th Year Rally



Bentleys and Alvis on recent Vauxhall 100th Year Rally



OE235 in Cas no

On the Friday of the rally we stopped for lunch at the Farmers Wife Restaurant on Bucketts Way in Allwood. They make their own gin there and for her birthday Julie Craig was wished a happy birthday and was given a bottle of the local gin by the rally entrants as a present.



Emi Walton and Marion Giddy were happy the rally was nearly over as they had been navigating for five days in an open car. All the above photographs were taken on rally by Syd Reinhardt.

Below is a photograph of Burton's 1924 Packard Single Eight model 136 Sports Tourer that recently sold at Shannon's Auction in Sydney.



John Burton's 1924 Packard

Below is the write up on the car for the Shannons Auction.

The car with its low-slung Sport Touring bodywork was one of a handful delivered new to Australia by Sydney dealers Ira L & A C Berk.

Its first owner reported it as being too big and fast for his wife to handle and in 1927 it passed to the owner of Cooma Station, around 50 kilometres from Moree.

In a twist of fate, the Packard in 1928 was purchased by John "Ironman" Burton – the salesman who originally sold the car to its penultimate owner after first persuading him to buy a new Packard Club Sedan.

Burton was a record-setter who held the fastest times for the Perth to Sydney run in a Studebaker (in both 1915 and 1924), a Hupmobile (in 1918) and a Vauxhall (in 1923), but the Depression intervened and he never attempted to reclaim the record in the Packard.

After falling in love with the car, he ultimately kept it for 32 years, eventually selling it to renowned Sydney Packard enthusiast and local identity Sam Irwin, in 1960.



Rear and dashboard of the Packard

Here is something I found interesting and has a slight leaning towards Vauxhalls. Near Raworth alongside the river port of Morpeth in the Hunter Valley of N.S.W. where Mary and live one of the early settlers in the area was a John Eales. His son John Eales Jnr built a magnificent house he named 'Duckenfield House' at Duckenfield situated beside the Hunter River about 5 kilometres to the east of Morpeth.



Duckenfield House

John Eales Jnr became very wealthy and expanded his holdings to the Liverpool Plains near Gunnedah where in the 1840's he purchased a 400,000 acre property called Walhalla at Caroon. This property is now called Walhallow and is where our 23-60 OD494 went new in 1923 to a Mr Fredereick Croaker who was managing the property.



OD494 back at Walhallow homestead 2018

Now back to the Duckenfield story, the house was demolished in 1916 and the stone purchased by the directors of B.H.P. in Newcastle. The stone was taken by river to Newcastle and used to build the pattern shop at the dockyards as well at two homes for the directors in Mayfield a suburb of Newcastle.

The fountain at Duckenfield was moved and installed into the gardens of a house in Morpeth and later acquired by the Bloomfield Colliery at East Maitland. In 1984 it was installed in the gardens at the colliery's office. It takes pride of place in the gardens and is in working order.



Fountain from Duckenfield House at Bloomfield Colliery

So there ends the story of Vauxhall and John Eales with only the fountain left from Duckenfield House and a few foundation stones still in the ground of the staff quarters that were demolished in the 1960's.



OD494 in front of the Duckenfield Fountain

The photograph below shows the main office building at the Bloomfield Colliery near east Maitland that was built in 1976. It was designed by Maitland architect Ian Pender who was tasked to design a building resembling a colonial homestead. It was constructed of stone from the last remaining outbuilding at Duckenfield that was demolished in 1976 together with some stone and bricks from an old house in Morpeth. The fountain was installed and operational in 1984.



Main office at Bloomfield Colliery

FOR SALES AND SERVICES

New 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.



Terry Parker from South Australia has the following parts for sale as depicted in the photographs below. Please contact Terry direct by email: tgparker@bigpond.net.au if you are interested.





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.

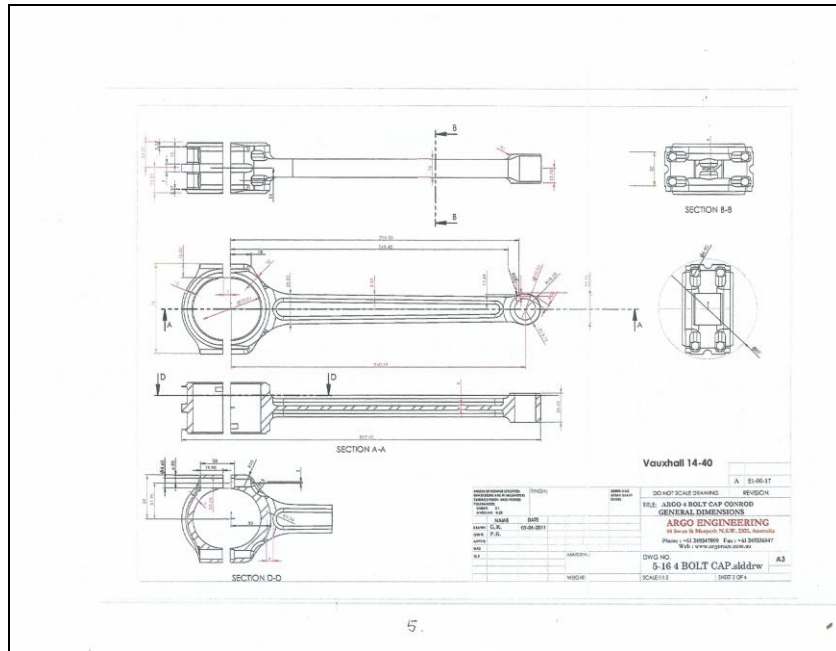
Timing chain conversion to roller chain for D, E, OD and OE models.

OE Cylinder Heads.

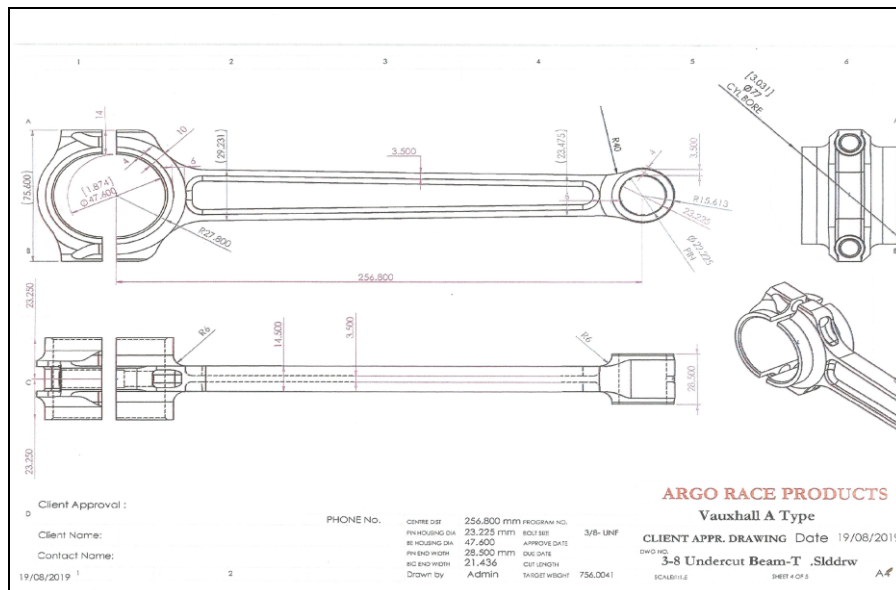
OE exhaust manifolds.

Services

All aspects of restorations and maintenance including sub assemblies.



14-40 Conrod



A Type conrod



The Vintage Sports Car Club of Australia

VAUXHALL REGISTER

4th Biennial Veteran and Vintage Vauxhall Rally

Monday 16th – 20th September 2024

Hello Everyone.

The next biennial Veteran and Vintage Vauxhall Rally being organised by The Vauxhall Register of the V.S.C.C.A. will be held in Orange N.S.W. from Monday 16th September 2024 to Friday 20th September 2024. Cars will arrive in Orange on the Monday and this will be followed by four days of touring about the Central West of N.S.W. on all sealed roads through scenic countryside at its springtime best with the Canola blooming. Entrants will leave Orange for home on Saturday 21st September 2024.

The event is being sponsored by the National Trust of Australia (N.S.W.) as well as the Veteran and Vintage Vauxhall Register. A pre-requisite of the National Trust Sponsorship is that cars entering the rally must either be Veteran or Vintage.

Cars leaving from Sydney will have the opportunity of attending the V.S.C.C.A.'s 80th birthday lunch at the Rum Corp Barracks in Windsor on Sunday 15th September 2024 and stay the night at the Crown Plaza Motel at The Barracks. Following lunch on the Monday in the Megalong Valley with the Club entrants will travel on to Orange for the Vauxhall Rally.

A motel has been selected in Orange that has 40 rooms as well as a restaurant so will be sufficient for all entrants to be together in the one motel. Any overflow of entrants will go into a nearby motel. Trailer parking will be available. ***The rooms are only being held to 31st December 2023.***

So I guess at this stage if you intend entering the event please email or post the completed the entry form below to me and secure your accommodation at the motel in Orange. Getting in early with your expression of interest will secure an entry and room at the motel in Orange that each entrant will have to book personally upon receiving their entry form.

I hope to catch up with as many Vauxhall owners on this event as I can as it is my swan song to organising Vauxhall Biennial Rallies.

Dave Stuart.



The Vintage Sports Car Club of Australia

4th Biennial Veteran and Vintage Vauxhall Rally

Monday 16th – 20th September 2024

ENTRY FORM

ENTRANT

NAVIGATOR

ADDITIONAL PASSENGER/S

MOBILE

EMAIL

CAR YEAR MODEL

AMBASSADOR MOTEL ACCOMMODATION REQUIRED YES/NO

DINNER BED AND BREAKFAST PACKAGE REQUIRED YES/NO

ENTRY FEE \$100.00 PER CAR

PAY EFT ENTRY FEE TO THE VETERAN AND VINTAGE VAUXHALL REGISTER ACCOUNT

BSB 062 807 A/C No. 1048 3835

WHEN PAYING EFT PLEASE INCLUDE SURNAME AND RALLY ENTRY ON PAYMENT LINE

EMAIL ENTRY FORM TO tubby2360@gmail.com or

POST TO David Stuart 45 Raworth Avenue, Raworth N.S.W. 2321

PLEASE RING THE AMBASSADOR MOTEL IN ORANGE 02 63937500 TO SECURE YOUR BOOKING IF REQUIRING A ROOM. MENTION YOU ARE WITH THE VINTAGE VAUXHALL RALLY AND PROVIDE THE MOTEL WITH YOUR PAYMENT DETAILS. FULL PAYMENT OF YOUR ROOM WILL BE TAKEN WHEN BOOKING IN ON MONDAY 16th SEPTEMBER 2024. NO DEPOSIT IS REQUIRED. THE 40 ROOMS ARE ONLY BEING HELD UNTIL 31ST DECEMBER 2023

The book I have written titled “Vintage Vauxhalls in Australia” is a record of all D Type and 23-60 Vauxhalls we know of that came new to Australia. The book is 413 pages and includes articles on the remaining cars we know of with many current photographs of the cars as well as their history and period photographs. The book also includes period photographs of unknown cars that have long gone though some of them we were able to identify the owners however not the chassis numbers.

The money from the sales of the book is going to The Veteran and Vintage Vauxhall Register and for this purpose an account has been opened for the Register. Peter Weir, Phil Virgona and myself are signatories to the account and the money will be used to maintain the Veteran and Vintage Vauxhall Register website as well as Vauxhall related events. If you would like a copy of the book I have attached an order form to the email for you to fill out and email to me. The cost of the book is \$90.00 per copy plus postage in a padded bag to anywhere in Australia is \$15.00. If I receive orders for more than one book then a quote from the post office will be obtained and you will be informed of the postage cost prior to making payment. Postage cost for overseas orders can be obtained and this information supplied prior to payment.

I also have a collection of Smiths clocks and speedos as per the photograph below. Most of them work however some will need servicing and cleaning. There are quite a lot of the same models to pick from so you should be able to match up a clock and speedo that match up in patina. A few are black faced with the majority silver faced. They are all \$150.00ea with the exception of the rim wind clocks that are \$200 each. Let me know if there is anything there you would like to purchase or have a better photograph taken.



A few more of Syd Reinhardt's photos taken at Saumarez property in Armidale N.S.W.



Two Vauxhall desperates caught lurking around the barns



There was a hold up on the drive into Saumarez

FOR SALE

1924 Vauxhall 23/60

\$75,000 ONO

We have a 23-60 coming on the market and it is OD1010/OD1010 that is owned by Phil Lamrock who lives at Mindaribba near Maitland in the Hunter Valley.

The 23-60 is a 1924 model and has four-wheel brakes and has recently been

retrimmed in leather to the original pattern, also the front and rear tonneau's have been renewed.

The gearbox has been fitted with new gears and the original SU carburettor refitted to the car. The car drives well is a lovely patinated car with a luggage rack fitted to the rear.

Phil is downsizing his collection of cars and will sell the 23-60 for \$ 75,000 ONO to a genuine enthusiast - no tyre kickers please.

All enquiries direct to Phil on his email lamrockphil@gmail.com



Some photographs below of the three Vauxhalls on the recent V.S.C.C.A. George Green Memorial Rally. It is unusual there were only three Vauxhalls on the rally as over the years they are usually the predominant make of car on this event.



Murray McDonogh's D3190

If you would like to purchase this D Type ring Murray on 0412 774 351





Gary and Carol Rickard's 23-60 OD30



Euan Coutts with 23-60 OD793

A special thanks to the all regular contributors to the newsletters.

Wishing everyone a merry Christmas and I will see you on the road in your Vauxhall next year.

Dave Stuart.

Mob : 04 2828 2360

Email: tubby2360@gmail.com