

VETERAN AND VINTAGE VAUXHALL REGISTER

AUSTRALIAN NEWSLETTER

FEBRUARY 2023

Hello Everyone.

The big news is a name change the Committee recently made for the Vauxhall Register from the A – D Vauxhall Register to now be called The Veteran and Vintage Vauxhall Register. The register now includes all veteran and vintage Vauxhalls including M and LM 14-40's as well as 20-60's. The register is currently being updated and will include 14-40's and 20-60's when it is reprinted hopefully sometime next year. Ross McMurray is updating the 14-40's and Leigh Whitfield the 20-60's.

When you think of it the old name of the register A – D Vauxhall Register did not reflect veteran Vauxhalls which it also included. So the new name includes all Vauxhalls produced by Vauxhall Motors in the UK with the exception of 30-98's as they already have their own separate Register.

Here we are commencing another year and sometime later at a date to be advised you will be invited to a Vauxhall rally in N.S.W. to help celebrate the 100th birthdays of Richard and Emi Walton's 30-98, Rob and Deb Merryfull's 14-40 as well as our 23-60. The cars rolled off the production line at Vauxhall Motors in Luton in 1923 and were sent out to the colonies to be sold by Sydney based Vauxhall dealer Boyd Edkins whose premises were located at 45 Wentworth Avenue.



OE53



OD494



M673

Dave Kirke from the UK recently emailed me the photographs below of a D Type D2889 which has been a sleeper and only discovered recently in Spain. The owner Raul Aranda plans for the car to undergo a full restoration and it sounds as though he is very keen to get the D Type back on the road.



D2889



D2889



Below is a letter from the new owner Raul Aranda to Dave (Kindle) Kirke in the UK and you will notice a little is lost in the translation

Dear Mr. Kindle,

Three years ago a picture of a D-type came to me. To be honest, my interest has been mainly focus on the sports cars from the 60's and 70's, but now it's strongly turning into, pre-war first, and then veteran cars. The amazing looking of the D with his spectacular grille and bonet flutes quickly impressed me, as the huge engine and good looking. During that time I have received offers for lots of that period cars but the Vauxhall always remains as first option. 10 days ago, finally, the owners and herds of the car agree to sale it for an amount that wasn't as crazy as the very first communications, according the car's condition.

I have found the Register web site very inspiring during the time I made my decision , so I'm very thank to you.

I also have try to find more „Spanish“ Vauxhalls, and a very nice and original D fitted with close body was located in Barcelona. I have seen a 30/98 also here, in Madrid. So my interest is growing quickly!!

Car have had a hard life, and after the Civil war was converted into a truck, as the import of vehicles was almost imposible. In 1962 cars was bought by a famous doctor who start a restoration that never ended.

I have lots of pictures of the car story and documentation, which became the first good news and provided me lots of fun for a long weekend.

Please find enclosed a few pictures.

Car is D2889, and it looks to have been sold new with a Kington body, according the pictures and the remaining door panel.

My idea is to begin the restoration as soon as possible, and I'll need lots of help!!

Thank you in advance and congratulations for the Register' work, and let me know in which way may I help, of course!!

Yours sincerely

Raúl Aranda

The two photographs below are of George Robert's D Type and taken where languished for many years in a chook shed near Ingleburn. The dirt floor covered in years of chicken poo didn't do any favours to the wheel rims. The tyres stored behind it had to be removed, a section was cut out of the rear wall and the blackberrys cleared before it could be towed out.



D3688

Once it was removed from the shed it was winched onto a car trailer and taken to my factory at Ingleburn where it was pressure cleaned before being taken inside and stored ready for sale. It was later sold to Greg Roberts who fully restored it.

It was originally a Kington tourer and mechanically it was absolutely complete with instruments and lights as well. The rear of the body was missing as it had been converted into a utility.



D3688

Ian Irwin from the A.C.T. send me the photograph below



A Type Vauxhall ambulance

Neil Heilbrunn sent me this advertisement for an E Type 30-98 in the UK



Front view of the E-type 30-98 h.p. Vauxhall car.

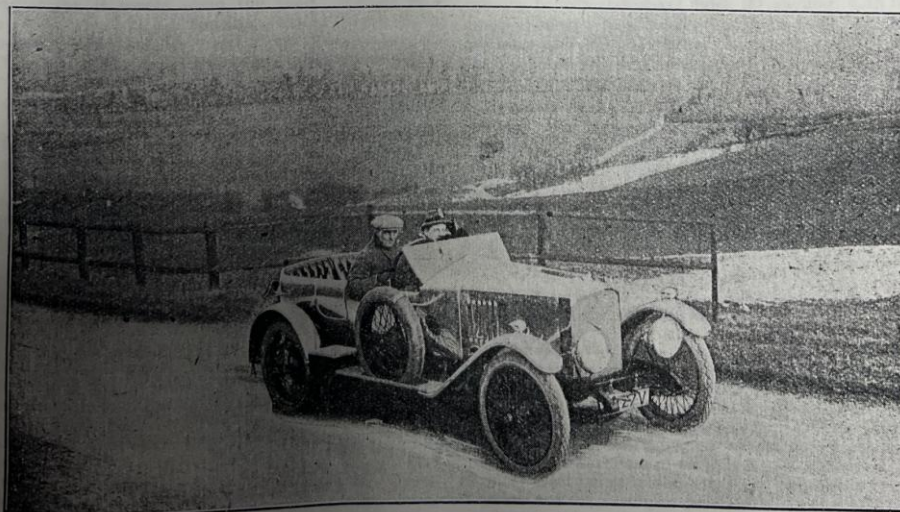
TO combine the speed capabilities of a Brooklands racer with the docility and sweetness of running of a standard touring car is something of an achievement. In the E type or 30-98 h.p. Vauxhall this endeavour has been made, and the result is a fast light touring car which in appearance bears no resemblance whatever to a track racer, but which possesses powers of acceleration and of speed which are a revelation.

Yet in the attainment of these characteristics no sacrifice of refinement or of silence has been made. This car is a distinct type. It is not cross-bred, but thoroughbred all through. It stands in a class of its own as a new conception of what the sportsman's motorcar should be.

In twenty seconds or so it accelerates from seven

to seventy miles an hour. At 80 miles an hour it hugs the road as though it ran on rails. The makers say it will do 85 to 90 on the road, and with a single-seated body 100 m.p.h. upon the track. We can testify to the fact that it will do over eighty on a rising gradient.

"A speed monster and a danger to the roads," some folk might say, but such is not the case. This car will meander along on top gear at a pace not so very much faster than an ordinary standard car. It is just as easy to handle, perhaps more so, because the latent acceleration ready at call will often help in a tight corner on the road. Gear changing is easy, as it is on all the Vauxhall models, and the steering is ideal. One of the most remarkable things about the car is the absence of excessive speed sensation.



The 30-98 h.p. Vauxhall speeding up Dunstable Downs. A car which in twenty seconds accelerates from seven to seventy miles an hour.

The lovely period photograph below was sent to me by Ian Irwin



Ian Irwin also sent me the period photograph below depicting Lorna Lippman of Drummoyne Sydney standing beside a 23-60. For those with a keen eye you will notice the body has the D Type air vent on the near side of the scuttle, the petrol filter is mounted on the outside of the chassis and it looks as though the tops of the windscreen pillars have D Type mounting for the hood clips. Also the louver in the side of the bonnet are of the D Type shape and not 23-60 which were a little longer. With these features it would indicate the car is a very early 23-60 with some carry over features of the D Type. Also the fuel filter is mounted on the off side of the chassis as were the early 23-60's.

Interestingly the car is looks as though it is fitted with straight sided 23" wheels and not 880 x 120 beaded edge like other early 23-60's. Those are golf clubs laying in the back seat so maybe they were off for a round or two and just returning from their Golf Club.



Miss Lorna Lippman, of Drummoyne, beside her 23/60 h.p. Vauxhall.

Graeme Pinkney from South Australia sent me the two photographs below of his 23-60 OD803 on the 2022 Bay to Birdwood Rally.

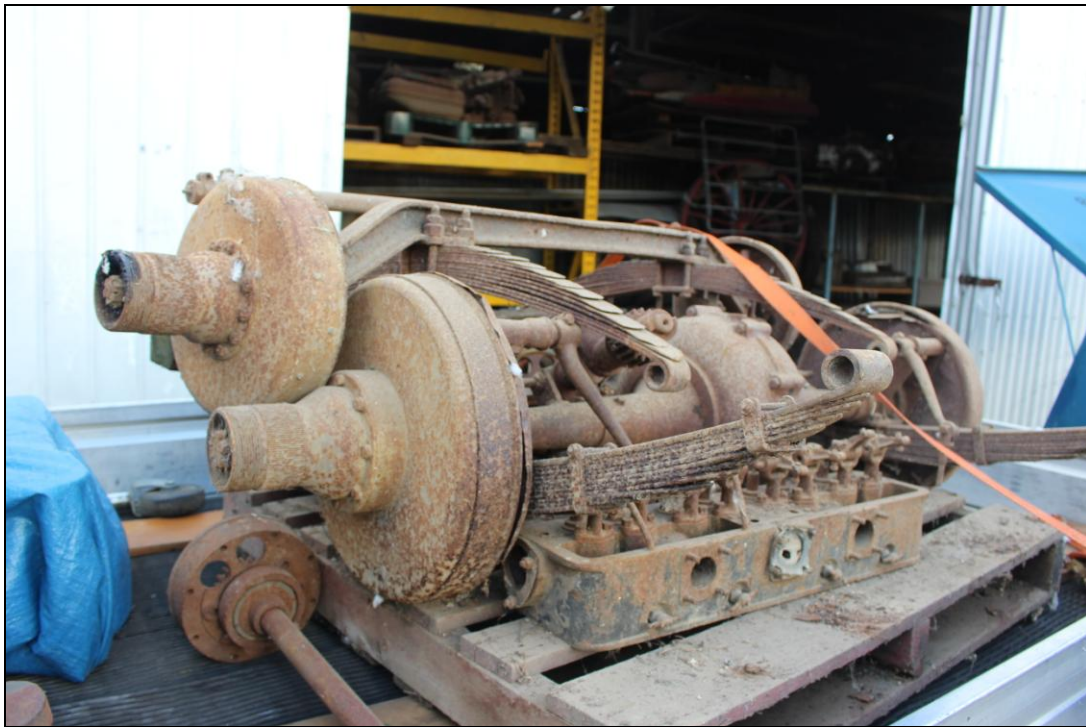


OD803

When I was in Adelaide last year I visited Garry Rainsford with his brother Ral and there saw his A Type Vauxhall. Garry's father had purchased the car from George Green and gave it a complete restoration.



A few years ago Richard Walton and I were fortunate to buy some surplus Vauxhall parts Ivan Smith from Kyneton in Victoria that he no longer required. Ivan told us he had purchased two rolling 23-60 chassis' from Darlington Point N.S.W. in the 60's and the parts were from that collection. We loaded up my ute and trailer and headed off back to Sydney with the customary stop in at Wangaratta to see John Kent. It was there to our joy that John purchased the braked front 23-60 axle from us which lightened our load considerably so we made a few more miles to the gallon for the rest of the trip back to Sydney.



In November last year we saw about 24 vintage and post vintage Vauxhalls gather in the Hunter Valley for a two day event. The photograph below shows left to right, Greg and Gill Robert's D Tyhpe D3688, Syd Reinhardt's Speed 6 Bentley, Greg Mackie's 30-98 OE235 and Dave and Mary Stuart's 23-60 OD494. We had stopped at the park in Seaham where we were met by the coffee van.



Below at the same park are two post vintage Vauxhalls as well as Rob and Deb Merryfull's 14-40 M673.



Below are Neil Heilbrunn's 30-98 Black Bess OE108 and his Vagabong driven by son in law Leigh. The rear of Rob Merryfull's 14-40.



Barry and Veronica Young with their 3-4½ litre Bentley from Kangaroo Valley south of Sydney also joined the Vauxhalls for the weekend.

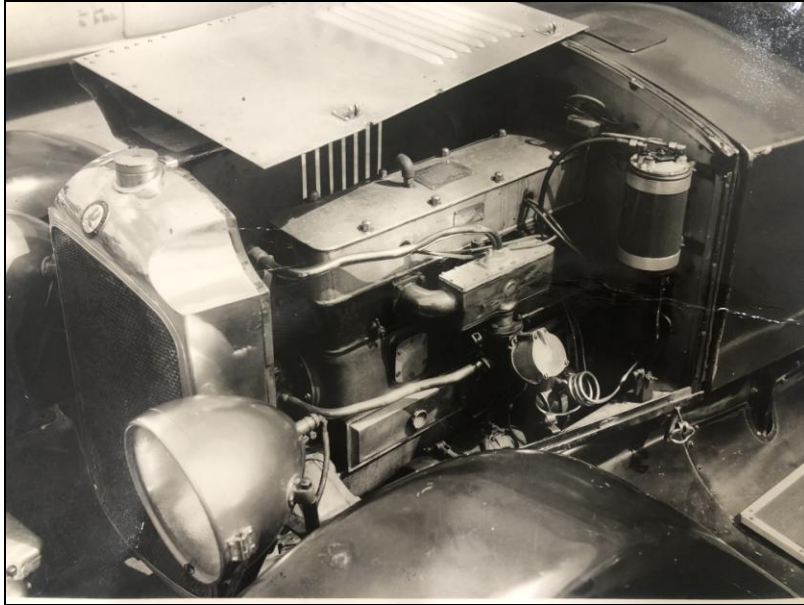


Graeme Pinkney from S.A. sent me the photograph above of his 23-60 OD803 taken recently on one of their informal runs with like minded enthusiasts and their cars.



I recently received a phone call from Kent Davis who told me his father Laurie owned the Vauxhall dealership Gladstone Motors in Wollongong south of Sydney during the 1960's. Also that his father owned a 23-60 OD1001. This car is now in England however below are some photographs of how the car looked in the 60's at Wollongong.





I can now advise that Kent Davis has purchased OD1303 from Alex Hayward in the UK. OD1303 is a 1926 23-60 and believed to be the last 23-60 to roll off the production line in Luton. The car came new to Australia in 1926 in chassis form and was fitted with a Jackson Jones and Collins body for Boyd Edkins. The 23-60 lived in the 60's at Summer Hill and was purchased by John Giddy. Dave Manhart bought the car in the 70's from John Giddy and restored it. The car passed on to Alex Haward after Dave Manhart died and he used to car on a few Vauxhalls rallies out here before returning to the UK taking the car with him.

It is pleasing to see a Vauxhall come back into Australia from the UK when so many have gone the other way.

Kent Davis lives in Sydney and I am sure he will be keen to join up with the rest of the Vauxhall owners once the car lands back in Australia.

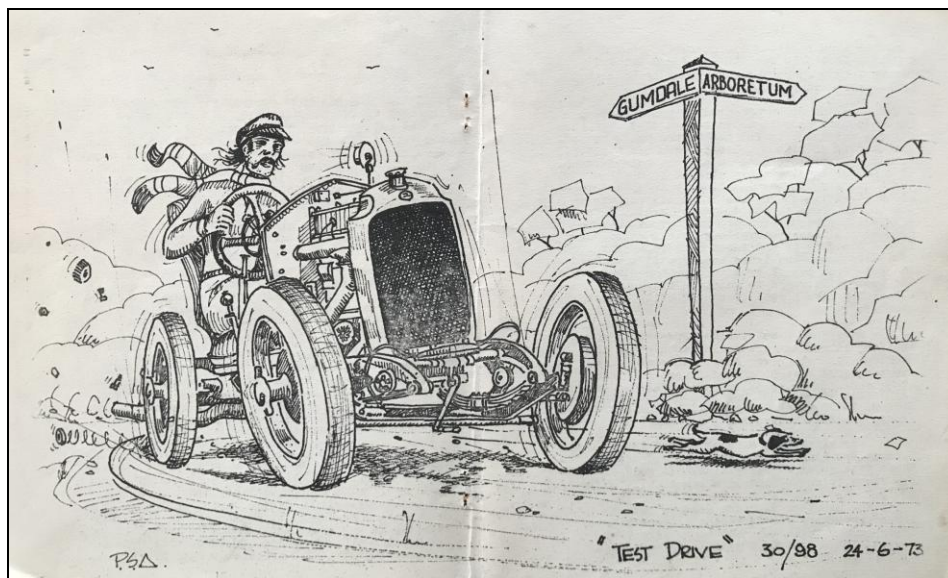


OD1303

Below are a couple more of Peter Anderson's sketches. The first in memory of his father following his death.



Peter's father Jack driving off into the sunset in his 30-98 OE124



OE262 on its first test drive in with Jak Guyamor

Below are some more archive photographs from the Vintage Motor Club's album.



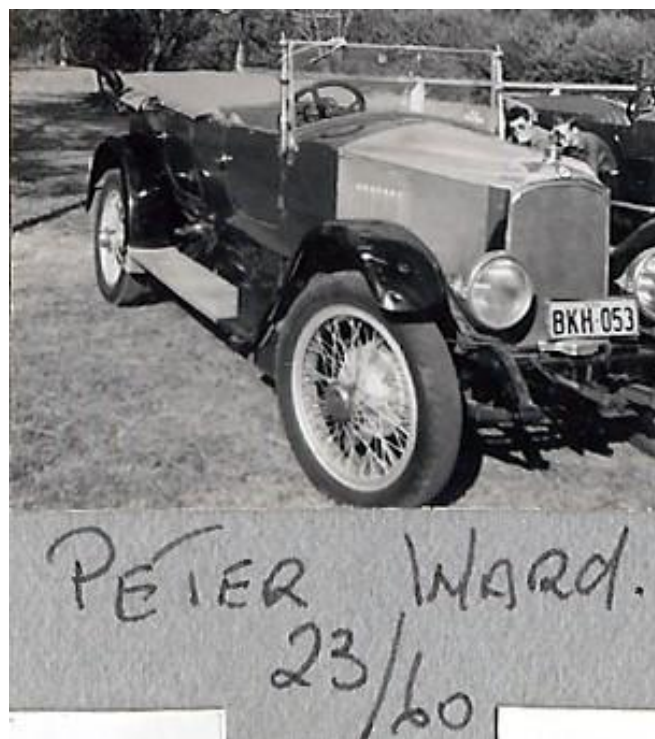
John McNamarra's LM 14-40



OE39? - OE108 Black Bess - OE176



OD592 at Seaforth N.S.W.



OD949

FOR SALES AND SERVICES

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.

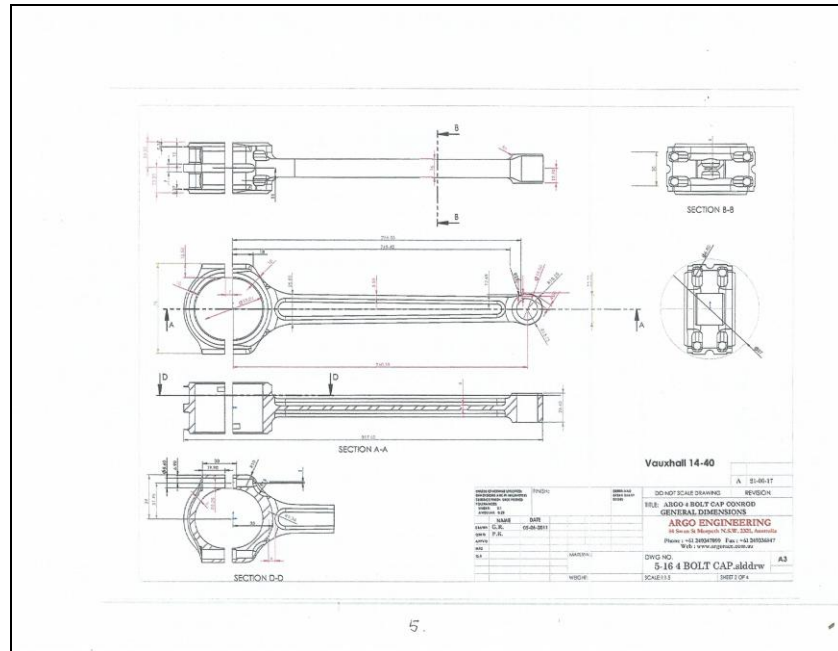
Timing chain conversion to roller chain for D, E, OD and OE models.

OE Cylinder Heads.

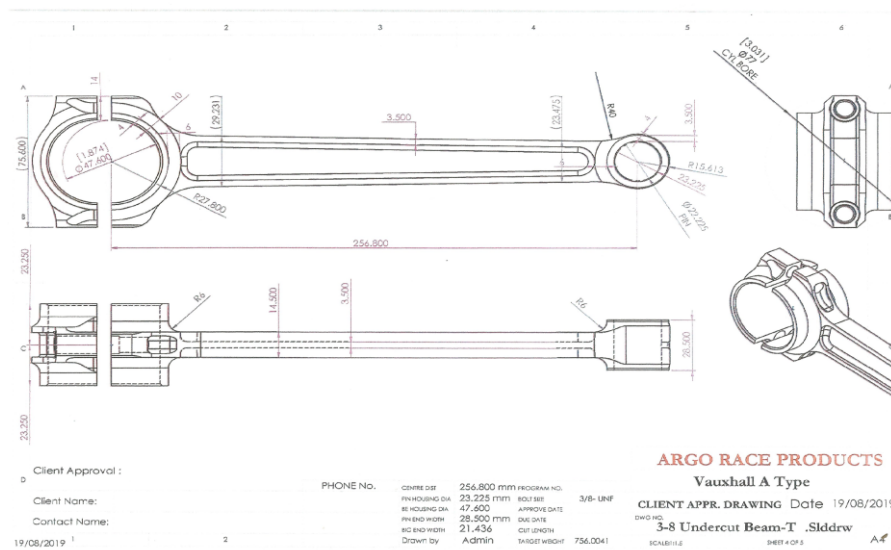
OE exhaust manifolds.

Services

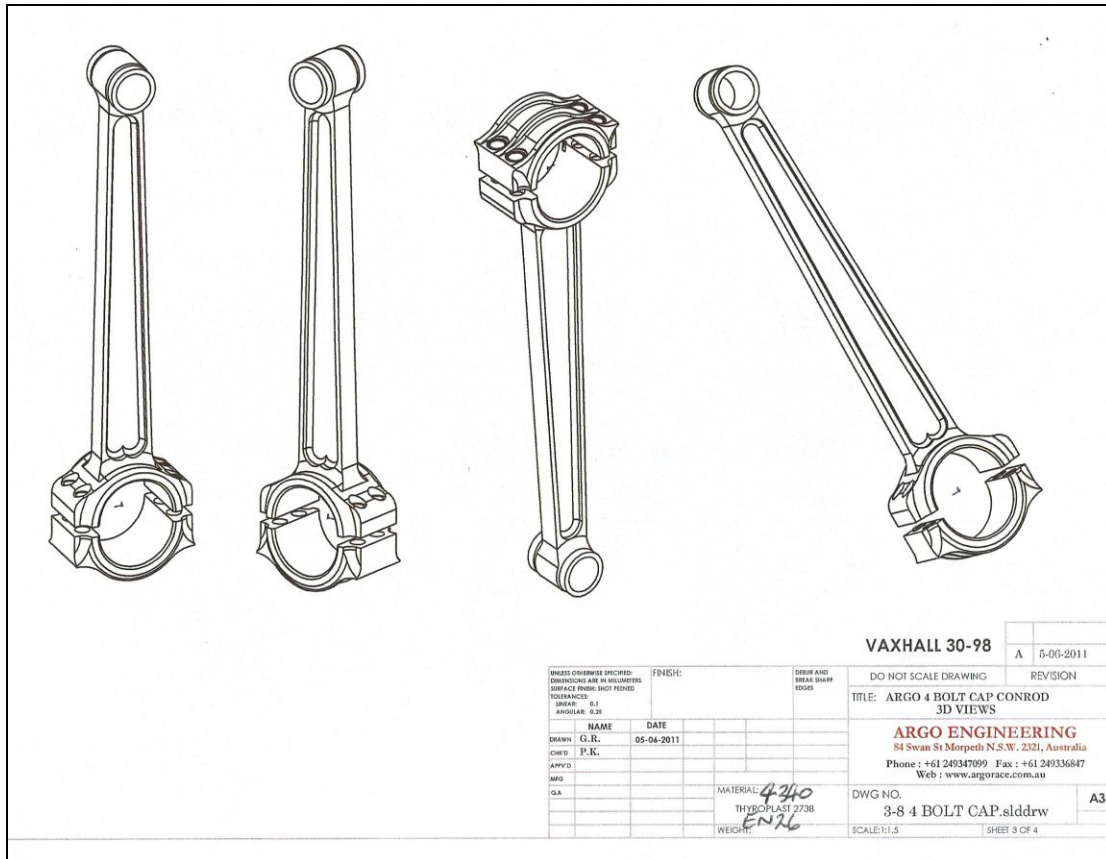
All aspects of restorations and maintenance including sub assemblies.



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: \$75,000.

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



OD759



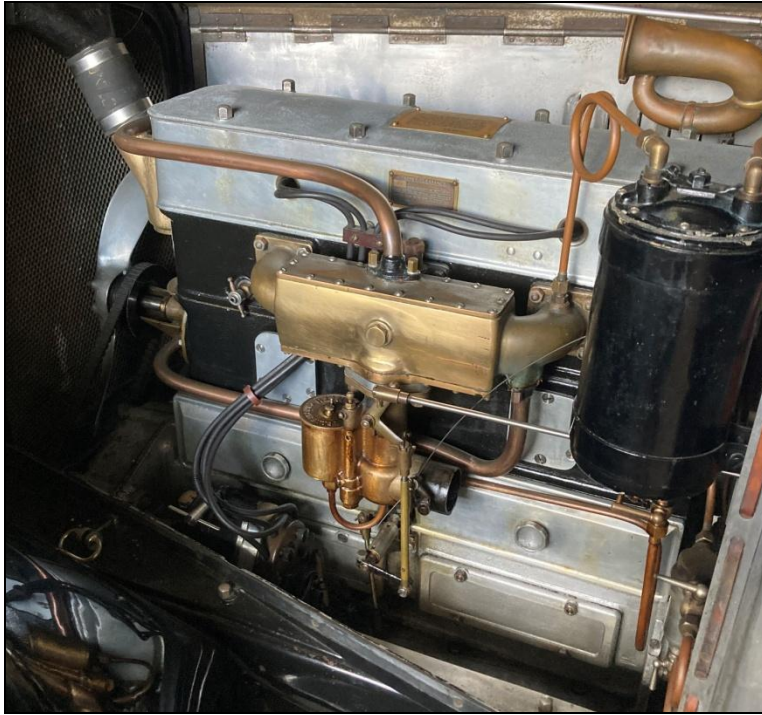
OD759



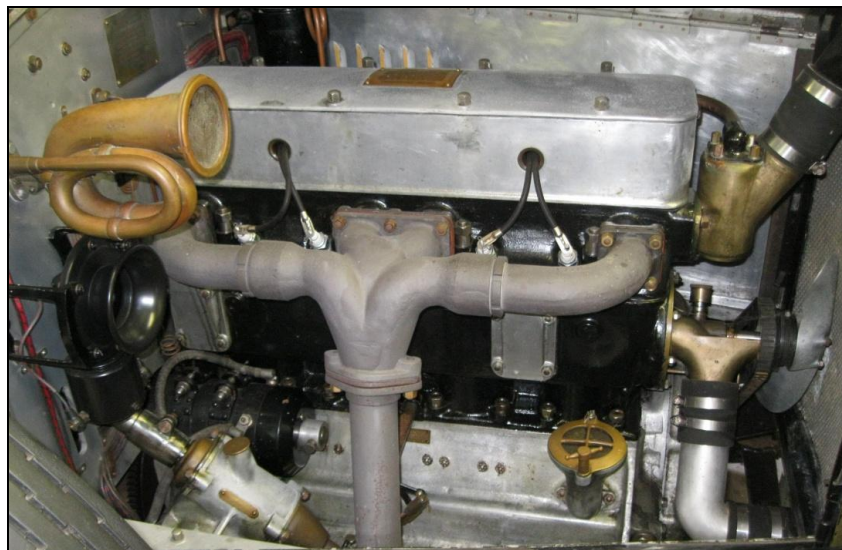
OD759



OD759's dashboard



OD817 engine near side



OD817 engine off side

With the recent passing of David Vinall his 30-98 OE238 is being sold and is now available for immediate purchase. The car is in Adelaide and is a lovely example of a late model 30-98 with a long history dating back to the 1940's with the V.S.C.C.A. I have attached what is known of the car's owners.



The price will be **\$375,000.00 firm** and this will include the few spares that are depicted in the photograph below.



If you are interested in viewing the car please contact Phillip Levi on mobile 0499147911 or email edlee@iinet.net.au

The 30-98 Register has the previous owners as : Jack Jeffrey, John Crouch, Frank Dent, Harry Thompson (1947) Laurie Vinall, David Vinall 2022. John Crouch was unable to supply any history of the car prior to it being purchased by Jack Jeffrey. Jeffrey, Crouch, Dent and Thompson were all early members of the V.S.C.C.A.

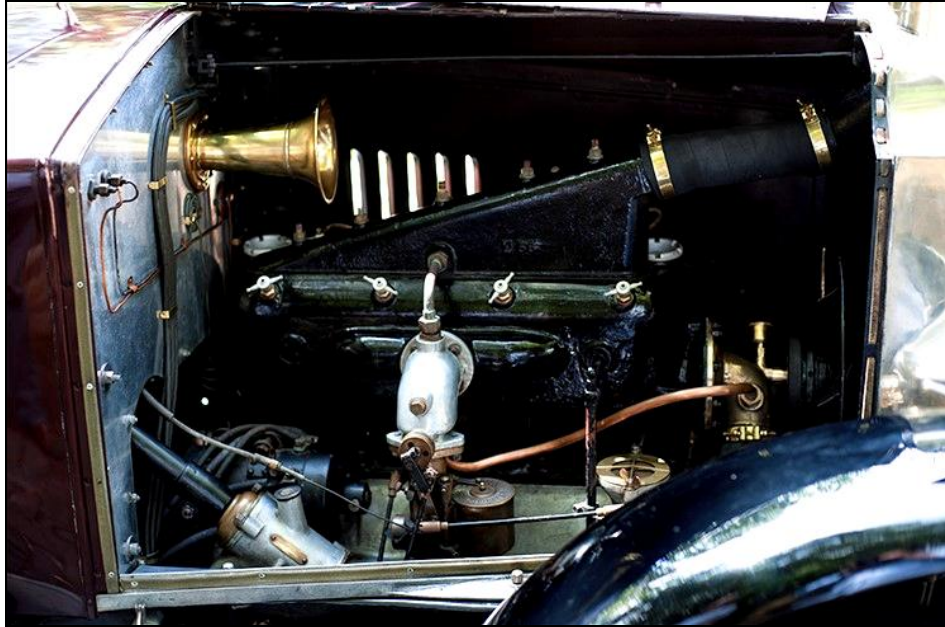
Murray McDonogh from the A.C.T. now has the opportunity of purchasing a 30-98 which is his real passion. In doing so he will now sell his recently purchased D Type chassis D3190 engine D3337A. Since purchasing the D Type Murray has fitted new valves, valve springs and guides as well as having the cam followers overhauled. The car has actually done very little mileage since it was restored in South Australia by the previous owner.

It is a lovely example of a D Type in very nice patina with all the correct instruments and fittings.

Murray is asking \$95,000 for the car.

Contact Murray direct on mobile: 0412774351





My pleas for photographs and articles to be sent to me to be included in coming newsletters has not produced much content except from the usual suspects.

Please send me an article and photographs on a recent run/s you have been on in your Vauxhall. Whilst it may seem repetitious to you others would be keen to hear what is going on in the Vauxhall world out here in Australia.

My thanks again to the usual suspects who never fail to send me content for the newsletters.

Cheers.

Dave Stuart.

Mobile : 04 2828 2360

Email : tubby2360@gmail.com