



# **THE VETERAN AND VINTAGE VAUXHALL REGISTER**

## **AUSTRALIAN NEWSLETTER**

### **AUGUST 2023**

**Hello Everyone.**

**Below is an article I wrote for the V.S.C.C.A. magazine on a trip to the Bendigo Swap Meet Victoria in 1995 in memory of John Giddy (E366 – OE116 – OD494 and OD844) who had died 20 years earlier. The trip was an adventure with a mix of veteran and vintage WO Bentleys - Vauxhalls cars as well as the purchase of many parts and two nights to remember in Bendigo. I have not been back to Bendigo since. Team members were, Richard Walton, Murray McDonogh, Brian Boardman, Jim Weir, David Stuart and I seem to recall Lyel Murrell a Rolls Royce man was also with us.**

## BENDIGO SWAP RE-VISITED 2015

***Dave Stuart.***

In November last year a team of Vauxhall enthusiasts decided to revisit the Bendigo Swap Meet as it was 20 years since John Giddy (Vauxhall guru) had died. The Bendigo Swap was a favourite weekend away for John and the Vauxhall team with a booking made each year at the famous Shamrock Hotel in Bendigo usually with a booking of the Lola Montez room which I have seen sleep 12 or so weary swappers. As you can imagine there are lots of stories to tell of our twenty or so weekends at Bendigo however I think the one to remember is in 1992 when 8 of the usual team were flown to and from the swap in Laurie Ogle's 1937 Lockheed Electra. The trip down to Bendigo in the Lockheed was a trip to remember. However the return trip had its terrifying memories of our low level flight in the Kangaroo Valley to plot Laurie's farm on the sat nav for the pilot who was to return the following weekend for a flyover of the property whilst Laurie's daughter was being married to a Qantas pilot.

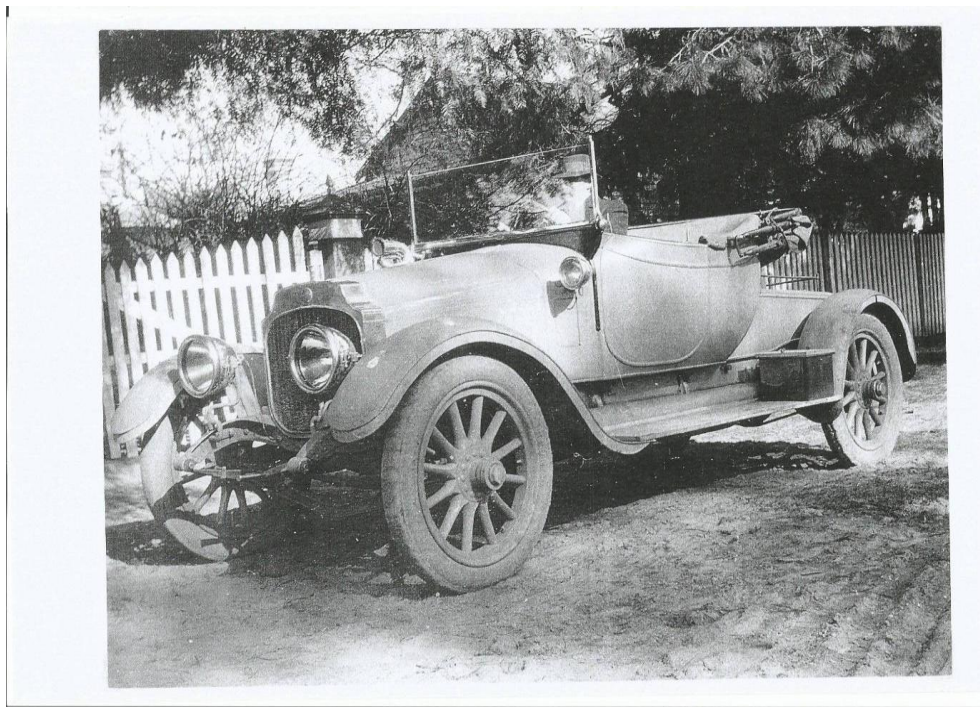


*L/R Richard Walton - Ron Adams - John Giddy - Jim Weir - Frank Ure  
Greg Mackie - Murray McDonogh - Dave Stuart and Laurie Ogle*

Anyhow back to the story, on our trip to Bendigo we took an extra day with an overnight stop in Wangaratta to catch up with Vauxhall repairman John Kent to see all the vintage type restorations being carried out in his workshop. Dinner that night at our motel included both John and Justin Coxhead another 30-98 man from Bright.

The following morning we ventured off to see Rod Warriner and Sheila Wheatcroft at Avenel. An inspection of Rod's workshop revealed mostly vintage Bentley parts and his 4 ½ litre, however we did see his recently restored XK150 Jaguar Coupe. Sheila prepared a magnificent morning tea of scones and pikelets together with much needed coffee to clear the head of the previous night's activities.

We then continued on to Lancefield and to the property of Malcolm Sloan who has his grandfather's A Type Vauxhall. His grandfather purchased the A Type new and Malcolm has a long term project ahead of him to restore the car. Malcolm showed us the A Type and it was nice to hear the car is to remain in the family and not sold.



*Malcolm Sloan's grandfather in the A Type*

From Lancefield we travelled north towards Bendigo and at Kyneton caught up with Ivan Smith who owns a 23-60 Vauxhall which he purchased in the 60's from the original owner. It was the first time I had met Ivan and we all found him very hospitable and interesting to talk to as he was actually born in Kyneton and being in his 80's knew nearly everything there was to know about the town and its people. He showed us through his large collection of veteran and vintage cars as well as his Valiant collection. Ivan did own the Chrysler dealership in Kyneton for a number of years and in his collection he has the very first and the last Valiant to come off the production line. We spent about three hours at Kyneton and found it hard to leave however prior to leaving Ivan mentioned to me that he was considering having a clearing sale with his Vauxhall spares and would I be interested. Well you can guess what my answer was and it was agreed that I would return to see him in about a fortnight once he had gathered up his collection of spares and had them all together.

We left Kyneton and headed for Bendigo which was only a short drive and there enjoyed some end of day refreshments and dinner at the Shamrock Hotel. Richard Walton, Murray McDonogh and I took the Lola Montez room and Jim Weir, Lyel Murrell and Brian Boardman took to Dame Nellie Melba room. Three in each room was a novelty and a luxury compared to the old days on our visits to the swap.

The weekend at the swap went as usual, up early, a quick breakfast then out to the showground to see what treasures could be found. It is always good to catch up with other Vauxhallians and vintage type people during the day, most are from Victoria however there are swappers who we meet up with each year who come across the ditch (a New Zealand term) from New Zealand. The Saturday night saw us at the Irish Pub not far from the Shamrock where we all enjoyed a fine dinner and shared old tales normally relating to John Giddy or Vauxhalls. The night ended up with a salute to John with a taste of the usual port or two. We made it back to Sydney in the one day and all hoped that it was not too long before we could repeat the weekend away for the Bendigo Swap.

Quite a few months went past before Ivan had collected up all his spares and advised I could come down to see what he had. As a result Murray McDonogh and I travelled down in my ute with trailer behind to carry the loot home if we were successful in our dealings with Ivan. We had a wonderful run down to Kyneton as the countryside was so green and though it was July it as though we were in springtime.

Victoria had received an enormous amount of rain during the previous months and the ground was waterlogged with large tracks of water lying in the paddocks.

We arrived at Ivan's workshop mid afternoon where he had placed all the parts he wanted to sell on two pallets. There was a 23-60 crankcase, two blocks and a head still fitted with it rocker arms, braked front and rear axle, a water pump, three oils pumps, set of CAV headlights, set of front mudguards and numerous other engine and chassis parts too good not to make Ivan a serious offer. Ivan accepted our offer and the deal was done with us to return the following morning and load the ute and trailer.

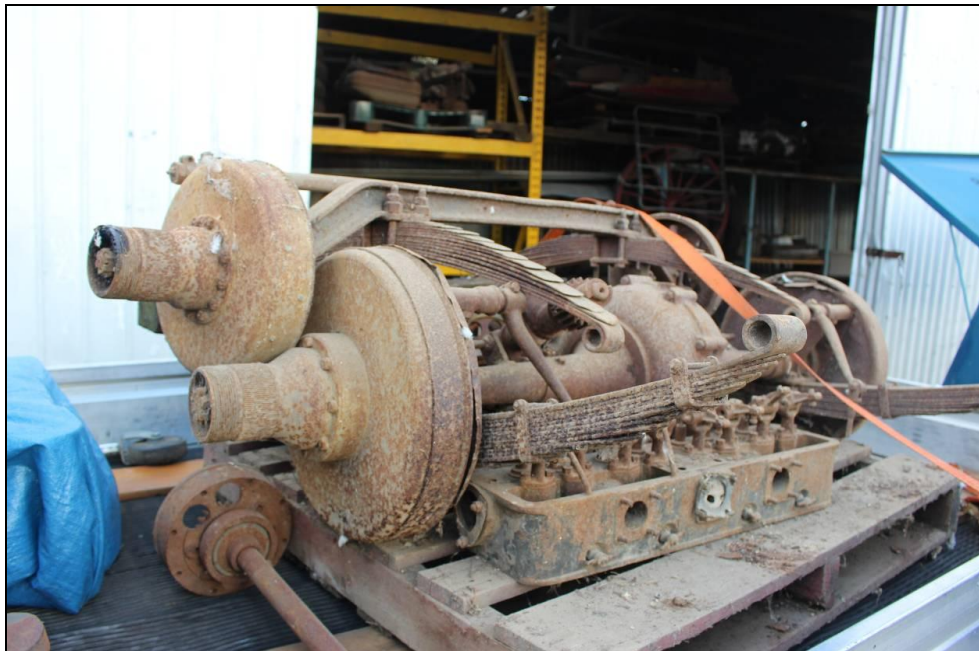
This is where we came unstuck in Kyneton so to speak. It snowed during the night and we woke to find the ute and trailer covered in snow and it was bitterly cold with the wind and chill factor making it very uncomfortable. As they say in the outback, the wind would blow a dog off the chain and as cold as your mother inlaw's breath. We called into Ivan's workshop at 9am to announce we would have to come back as we would surely catch pneumonia being out in the cold whilst we loaded. Ivan said we were very wise and agreed to store my trailer in his workshop until we returned. We left for home soon after we had our bacon and eggs at the local eatery in the main street of the township. All the hills around Kyneton were covered in snow and we had to take care as there were reports of black ice on the road we were travelling on to Lancefield and Kilmore.

Richard Walton and I returned to Kyneton two weeks later to pick up the parts and we were again treated to some fine country hospitality by Ivan and his wife June. Ivan was able to load the heavy pallet onto my ute with his fork lift and the smaller parts were loaded into the trailer by hand. Ivan told me that he bought two 23-60 rolling chassis' from Darlington Point on the Murray River in N.S.W. about fifty years ago and these parts we had purchased were the remains from those two cars. Some of the parts are closely numbered with a running board valance stamped 568, crank case 560, block 572 and head 565. I would have thought the valance identified the car however our A – D Type Register shows car OD568 is actually owned by Max Stephenson in Queensland and is known as "Penny" used by Max in his overseas marathons. Obviously the parts we have are from the same car however which number it was it not known.





*Ivan Smith and Dave Stuart*



*Ute loaded with head, blocks and front and rear axle*



*Trailer loaded with smaller parts*

We dined with Ivan and June that night at the local services club and were into bed fairly early for our return trip to Sydney. The trip home was an absolute nightmare, it rained from the time we left Kyneton until we reached Goulburn. When I say it rained, it bucketed down being so heavy in waves we were slowed to 40 kph on the motorway with our hazard lights on. Visibility at times was no more than 40 to 50 metres ahead and the paddocks on both sides of the road were like lakes. Without doubt it was the heaviest rain that both Richard and I had seen and to make it worse we were driving in it. We stopped at the bakery in Holbrook for lunch as the rain had eased however whilst having our lunch it came down again and no one could leave the shop for an hour until it eased. I had phoned Mary that morning to say we would be home by 6pm however it was 8.30pm when we pulled into home at Glenfield. Richard then had to jump into his car and drive home a further hour to Eastwood whilst I had a hot shower and dinner.

Interestingly, we found that one of the engine blocks was not 23-60 and in fact from a 30-98 being stamped 58. When Jim Cuthbert owned his 30-98 OE56 it was fitted with the E Type 30-98 crank case E370 from John Giddy's E Type E366. OE56's engine suffered a major and at some stage had the crankcase changed to keep the car on the road.

Fortunately John Giddy had purchased the damaged OE56 crankcase in his travels and later traded it with Eric Rainsford from South Australia, as at the time Eric was restoring OE56. So in effect OE56 now has its original repaired crankcase fitted as does E366. We believe the 58 block we have is the original one fitted to OE56 although being two numbers apart. In support of this, Richard Walton's 30-98 OE53 it fitted with OE55 block, also two numbers apart. So it may have been as these two cars are close in chassis numbers, the block numbers in the erecting shop at Vauxhall Motors may have been two numbers out of sequence at that point in time. All interesting to us Vauxhall believers however those who were around at the time are now long gone and makes it quite difficult to confirm these issues.

That ends the account of our good fortune having originally set out for the Bendigo Swap Meet to remember John Giddy and those memorable nights at the Shamrock. This last trip however provided the best results of all our times at Bendigo with the purchase of the Vauxhall spares from Ivan Smith. So I am sure the guru was still pulling the strings and looking over us somewhere from above and would be more than proud of our venture.

**Below are copies of the jet sizes and carburetors for 23-60's.**

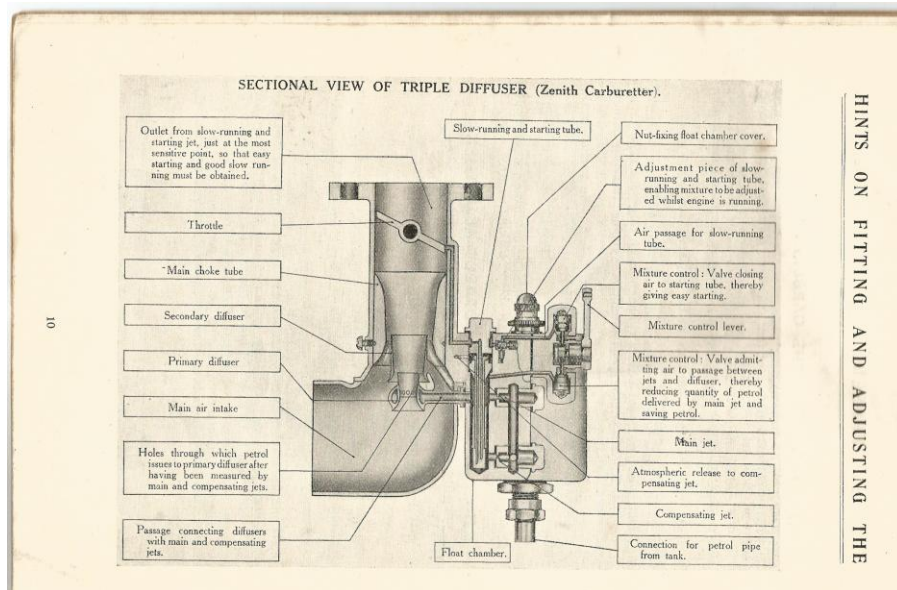
TABLE SHOWING STANDARD SIZES OF JETS AND CHOKE TUBE FOR ORDINARY TOURING ENGINES WITH FOUR CYLINDERS AND NORMAL R.P.M. (BETWEEN 1,800 AND 2,000).  
FOR USE ONLY ON TRIPLE DIFFUSER CARBURETTORS.

SIZE OF CARBURETTER.	BORE in m/m. = 65	70	75	80	85		
30	Stroke { 90 100 120 140 19 70 80 21 80 80	— 18 65 70 20 75 80 21 80 80	18 65 70 19 70 70 21 75 80	19 70 70 20 75 70	19 70 70 21 75 70	— — — —	— — — —
36	BORE in m/m. = 75 Stroke { 100 120 140 23 90 90	80 22 85 90 24 95 90	85 23 90 90 24 95 90	90 22 85 90 24 95 90 25 100 100	95 23 90 90 24 95 90 26 105 100	100 24 95 90 25 100 100	— — — —
42	BORE in m/m. = 80 Stroke { 120 140 160 26 105 100	85 25 100 100 27 110 110	90 26 105 100 28 120 110	95 25 100 100 27 110 110 29 125 110	100 26 105 100 28 120 110	105 27 115 110	110 28 120 110
48	BORE in m/m. = 90 Stroke { 120 140 160 180 30 130 110	95 31 135 110	100 30 130 110 32 135 120	105 30 130 120 32 140 120	110 30 130 110 32 135 120 34 145 110	115 30 130 120 32 140 120 34 150 120	120 30 130 110 32 135 120 34 145 120 36 155 130

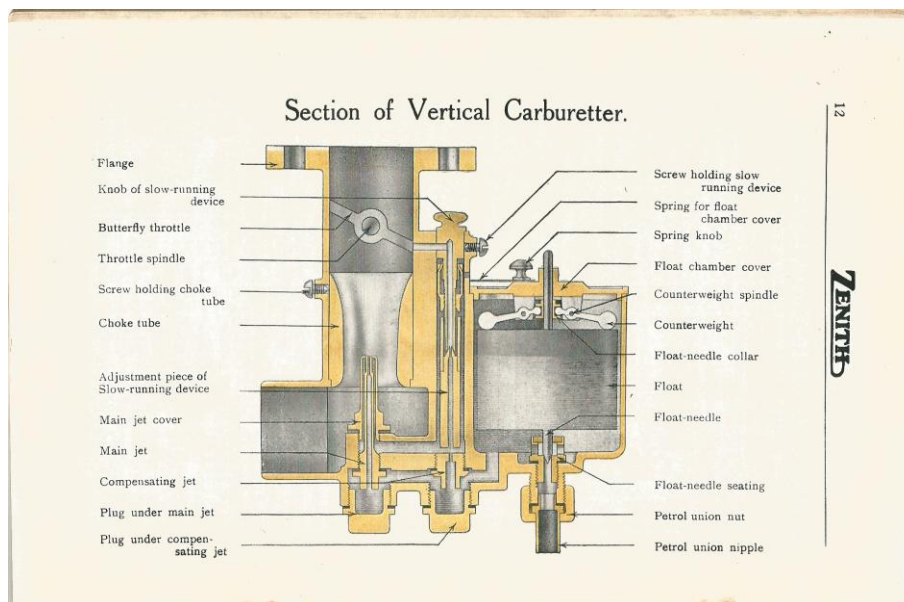
The first number indicates size of choke tube.  
The second number gives size of main jet.  
The third number is that of the compensator.

TRIPLE DIFFUSER ZENITH CARBURETTER





*Zenith 42mm triple defuser carburettor*



*Zenith FS42 carburettor*

The information above on jet size and carburetors is from the Zenith handbooks on their product. The Tripple Defuser carburetor was used on the early 23-60's and was later changed to the FS42 Zenith carburetor.

**The instructions recommend not removing the choke tube however not doing this will prevent you knowing what size it is, so makes it difficult to know what main and compensator jet is recommended. However the range of mains jet size is from 100 to 125 and the compensator jet from 100 to 110. The numbers are stamped on the bottom side of the flange of the jet.**

**Below is jet sizes I have for various 23-60's:**

**David Stuart's 23-60 OD494 - main 104 comp 115**

**Greg Robert's D Type D3688- main 115 comp 135**

**Bud Smith's 23-60 OD592 - main 110 comp 135**

**Wayne Merton's 23-60 - main 130 comp 120**

**2 carburettors in Stuart/Walton spares 130 & 115 – 110 & 135**

**Not one of the above cars have the same jets fitted to their carburettors however all are well known Club cars and run well.**

**Over the years owners change the jet size in their carburettors to improve performance however all I can say is remember the old adage 'if it aint broke don't change it'. I recall Don Wright (OER121) saying 'sail along silvery moon' which referred to the same thing.**

**The photograph below was sent to me by Adam Auditori from Victoria and shows OD1076 possible taken in the 40's or 50's. The photograph was sent to Adam by Eric Hagan who thought it may have been Adam's 23-60 OD233 as the photograph was in his father Harry's photo album. Harry Hagan did infact own OD1076 and sold it to Don Suckling of NZ. Before Harry's ownership the 23-60 was owned by Bob Thomsitt who was a member of the V.S.C.C.A.**



*OD1076 in 1940 - 1950's*



*Current photograph of OD1076 in the UK*



**Murray McDonogh from the A.C.T. sent me the photographs below of OD772 a Malvern bodied 23-60 which was fitted with a Californian hard top. The photographs were taken in the yard of John Giddy's home following his purchase of the car in Victoria and having driven it home to Sydney probably in the 60's. Also attached is a photograph of the deposit receipt John paid for the car and I think you will all agree it was far too much.**

**John sold the 23-60 to Laurie and Margaret Ogle however the car still remaining in its original state was later sold to Wayne Merton and fully restored. It is still owned by Wayne and lives in Dural N.S.W.**



*OD772*





Recd from  
John Giddy  
(2/1-) 2 Dollars deposit  
\$ 2-00  
Bal \$ 8.00 to pay  
R. Hooper  
634.2774

*Receipt for deposit on OD772 paid by John Giddy*



*Period photograph of OD772 in Victoria*



*Current photograph of OD772*

**OD1303 is reportedly the last 23-60 to roll off the production line in Luton in 1926 and came out to Boyd Edkins in Sydney in chassis form. The car was sent to Jackson Jones and Collins a Sydney based body builder and had a touring body fitted. The car was purchased by John Giddy in the mid 1960's when it lived in the Sydney suburb of Summer Hill. Dave Manhart bought the 23-60 from John Giddy and restored it going back onto the road in the late 70's early 80's. When Dave Manhart died the 23-60 was purchased by Alex Hayward and eventually taken back to the UK when Alex returned there to live permanently.**

**To our surprise Alex had the car for sale and it was purchased by a Sydney vintage car enthusiast Kent Davis. The car is to be shipped out to Sydney once the brakes have been relined with non asbestos grade brake linings. When it arrives in Sydney it will be met by the Sydney based Vauxhall owners and welcomed home. The photograph below shows the 23-60 being loaded onto a trailer to go off to have its brakes attended to.**







*OD1303 outside my factory at Ingleburn in 2018*

Many a time over the past years whilst working on my Vauxhall I have been presented with a problem fitting a bolt to a hole or simply having enough room to get a spanner on a nut. Often I have had to improvise to get a result and usually the end result was achieved. I have blamed Vauxhall Motors engineers for these shortfalls and not myself.

However recently I came across examples of how corrections can be made to incorrect bolt fitment or alignment and I have found this invaluable when presented with a problem on the car.

I am not trained in mechanics so have picked up and learnt over the years ways and means to get around things which I guess professional people don't encounter as I have.

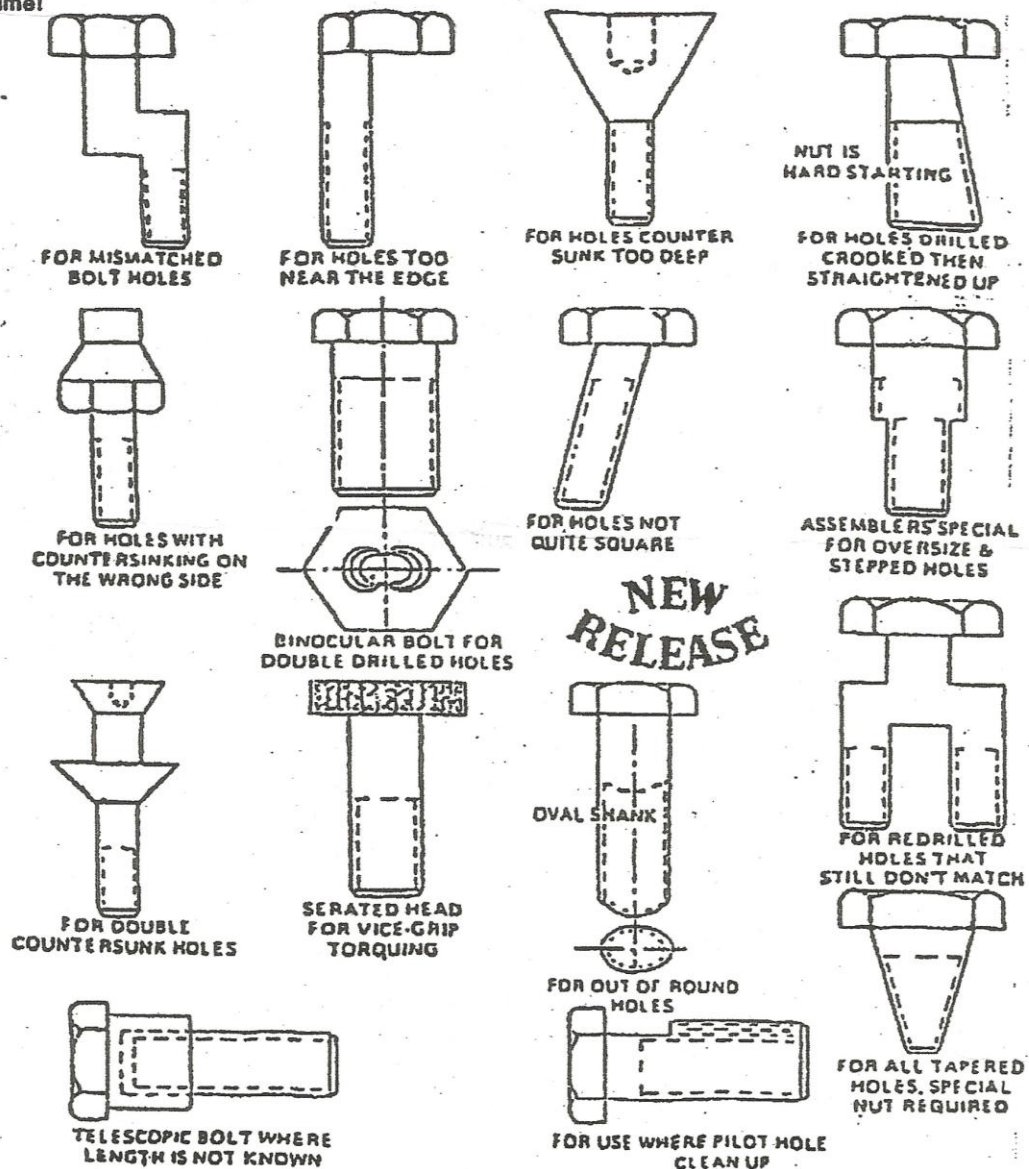


I hope you can use some of the options as depicted in the drawing below.

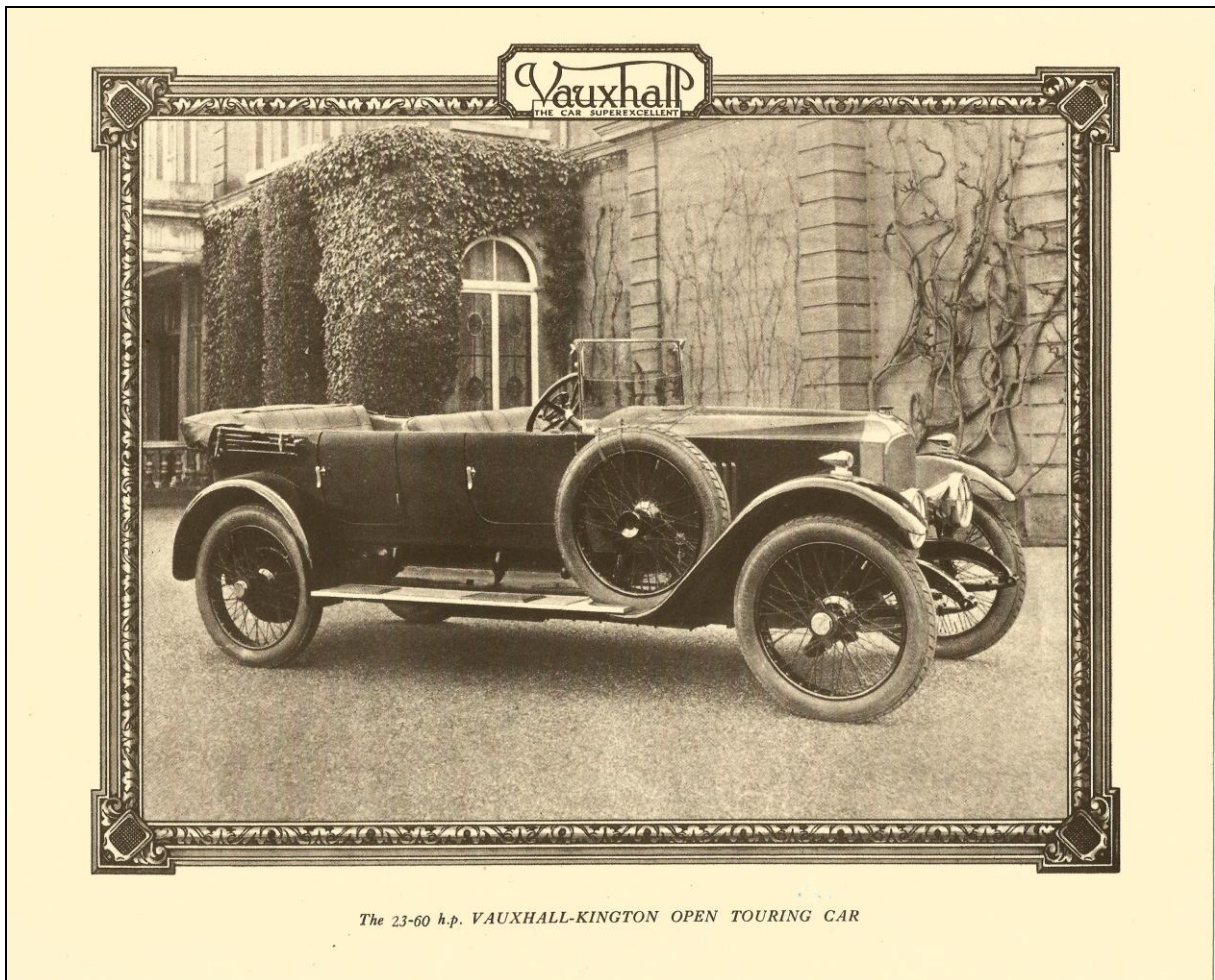
## Special Bolts

I couldn't resist including this chart of Special Bolts. You have probably all seen it before, however, I am sure it will still produce a chuckle.

Along with Murphy's Law and Vintage Cars, there are some very unwelcome truths that are encountered when fiddling with old machinery, which really are not so funny at the time!



I am sure you have seen this lovely period photograph of a 1922/23 23-60 taken by Vauxhall Motors for promotional purposes. This sepia photograph was one that fitted into the back of their sales brochure on 23-60's. The car is on 880 x 120 beaded edge wheels and to me is so elegant and looks just the way a 23-60 should.



I had a Purolator brand oil filter fitted to the engine of OD494 many years ago which was the canister type and long bolt going in from the bottom to secure the cannister to the oil filter mount. A new rubber seal was to be fitted with each cartridge change and an assorted range of these came with each new filter. The main issue I had with the Purolator was that it did not always seal properly and oil leaked out sometimes when the engine was fired up. I have now changed to a Derafe brand filter mount which takes a spin on Ryco Z9 filter that can be purchased anywhere for about \$12.00. The change over was easy and now oil changes are less time consuming and trouble free. I have also mounted it slightly higher and can change the filter without getting under the car which I find a bonus.



*Purolator*



*Derafe*



Below are the details of the Decale oil filter mount showing stock number 15709, I bought mine online for about \$90.00 delivered.



Joe Wilson from Queensland sent me the article below and photograph on his new project which is an aero engine special now on the road and undergoing trials.

Joe will obviously bring it along to the biennial Veteran and Vintage Vauxhall rally being held in Orange in 2024 and I understand he will be hunting 30-98's to see if they can keep up. So all I can say is look out you "thirsty drivers" this is a mean looking and performing machine.



## VAUXHALL CIRRUS

On our regular visit to Prescott – in the good old days BC – I couldn't bring myself to leave the Aero-engined cars in the pits. There was something about specials with big engines that fascinated me and having had Vintage cars for over 60 years, never had I built a "Special".

It all started when I purchased a 4 cylinder Cirrus of about 6.5 Litres, 160 HP, and air-cooled. It had dropped a valve and a cylinder head had major problems. Simply this was fairly easily fixed. I needed a chassis and after looking at a few – Bean, RR 20, Crossley – I stumbled across an LM 14/40.

I simply started at the front and hung the motor between the rails and said, "That fits??" I then had to move the steering box and bulkhead back about 70cm and relocate cross shafts, etc, as the chassis diverges as it goes back, this wasn't simple.

A veteran De Dion gearbox was purchased from David Ford – truck I think - and mounted in a subframe I hung between 2 X-members. Now I was getting near the back and my sums said I needed a diff about 2:1. A 1.87 was purchased in England and a rear axle built up using Toyota Dyno housing, lots of fabricated bits, Vauxhall hubs and brakes and scratch built axles.

It is easily said all of this was just "joined up" but it wasn't. Rear suspension became semi-elliptical and the wheelbase is slightly longer. When you take the prop off and fit a flywheel, the front becomes the back, so it turns anti-clock. That means the diff has to be upside down. Besides being back to front, the engine was upside down – inverted in the plane. This presented lubrication problem which I hope I have sorted

The bonnet as made in Brisbane, I framed the body and built the wings using VW beetle guards as donor panels. The skin was done by Brian Mills in Melbourne. All the other bits just happened with a bit of luck.

Driving revealed that the diff was too high and after some consultations, I had a 2.3 made and it's much better. The clutch is the current problem and a new approach should be installed soon.

The car is painted, part trimmed, registered and engine approved, so now I need to put some miles on it, refine the problems it's bound to have and hope I live further into my 80's to enjoy it.

*Joe.*



The photograph below shows Peter Weir (A09.1 and D3120) in his father's 30-98 OE169. The photograph is taken on a back road when Peter and other members of the V.S.C.C.A. were on their way to Bathurst for the 12 hour race.

The scenery is typical of back roads between Lithgow and Bathurst and provides an ideal backdrop for photographing vintage cars.

For those with a keen eye you may make out that it is a Jaguar XK120 is lurking in the background.



*Jim Weir's 30-98 OE169*

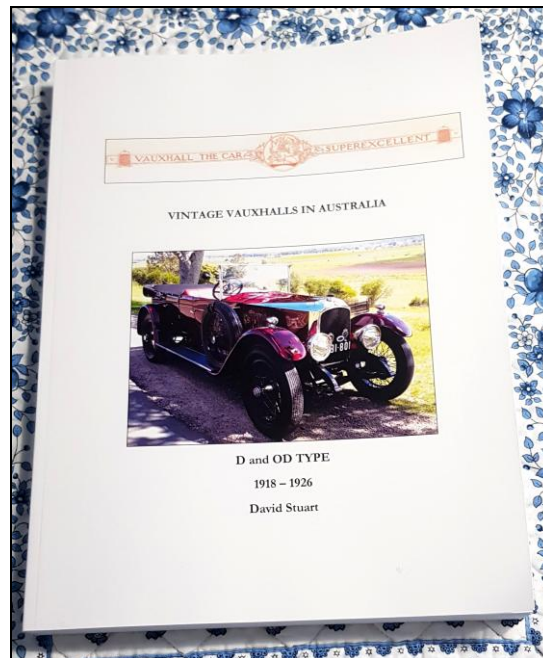
Below are some more photographs sent to me by Barry Morris and they depict parts of OD599 that were scattered about the garage where they had languished for 40 to 50 years prior to coming in Barry's ownership.







**FOR SALES**



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.

You can ring me on mob 04282823260.....Dave.





**CRANKSTART ENGINEERING John Kent (w) 03 5798 3053**

Parts - not exhaustive

**Blade drive couplings for D, E, early OD and OE.**

**Bottom Water Elbow castings in alloy.**

**Head Gaskets - pending for OD and OE.**

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

**OE Cylinder Heads.**

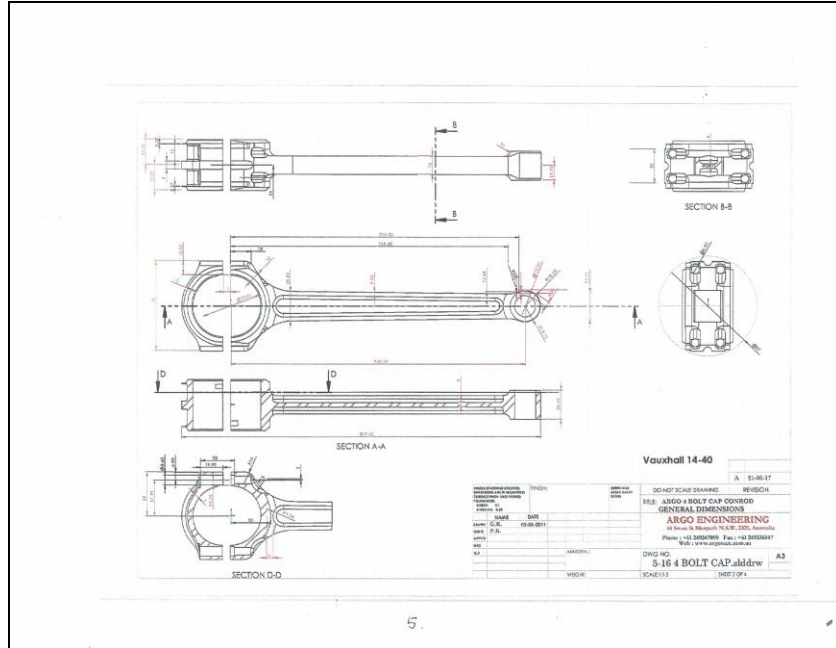
**OE exhaust manifolds.**

Services

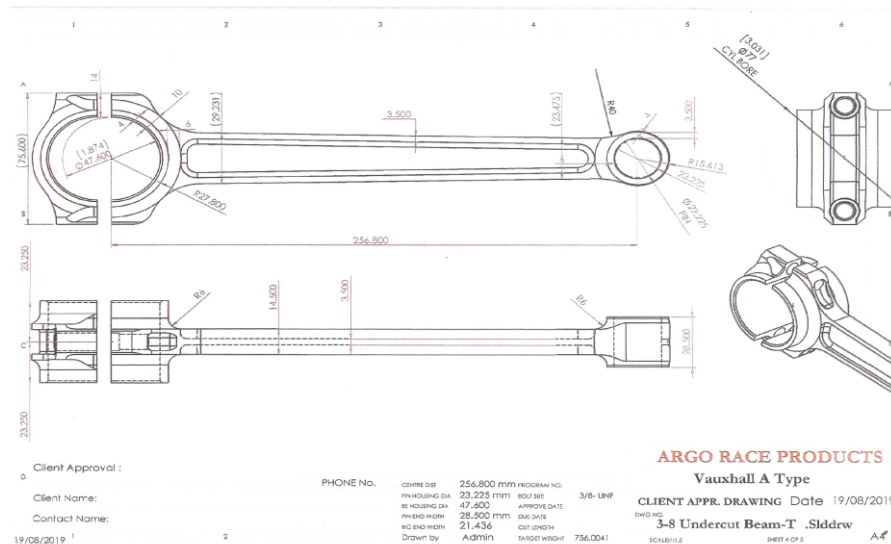
**All aspects of restorations and maintenance including sub assemblies.**



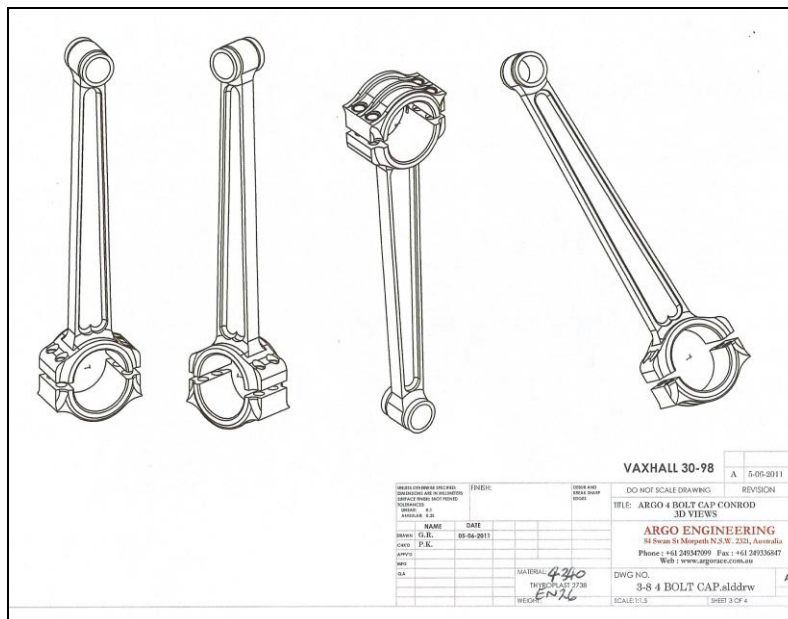
**ARGO ENGINEERING – 84 Swan Street, Morpeth N.S.W. Phil and Adam Ph 02 49347099**



**14-40 Conrod**



**A Type conrod**



*30-98/23-60 conrod*

For enquiries or placement of orders for new steel conrods direct contact on the above phone number to either Phil or Adam is required. You will need to discuss whether the rods are to be machined for poured or slipper bearings – they can do both.

From Leigh Whitfield.

The tourer at the bottom of page 9 of the April newsletter is one of the "Improved" late 1928/early 1929 75mm bore 20/60 R Types.

With the purchase of OE112 Murray McDonogh will now sell his D Type, chassis D3190 engine D3337A. Since he bought 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.

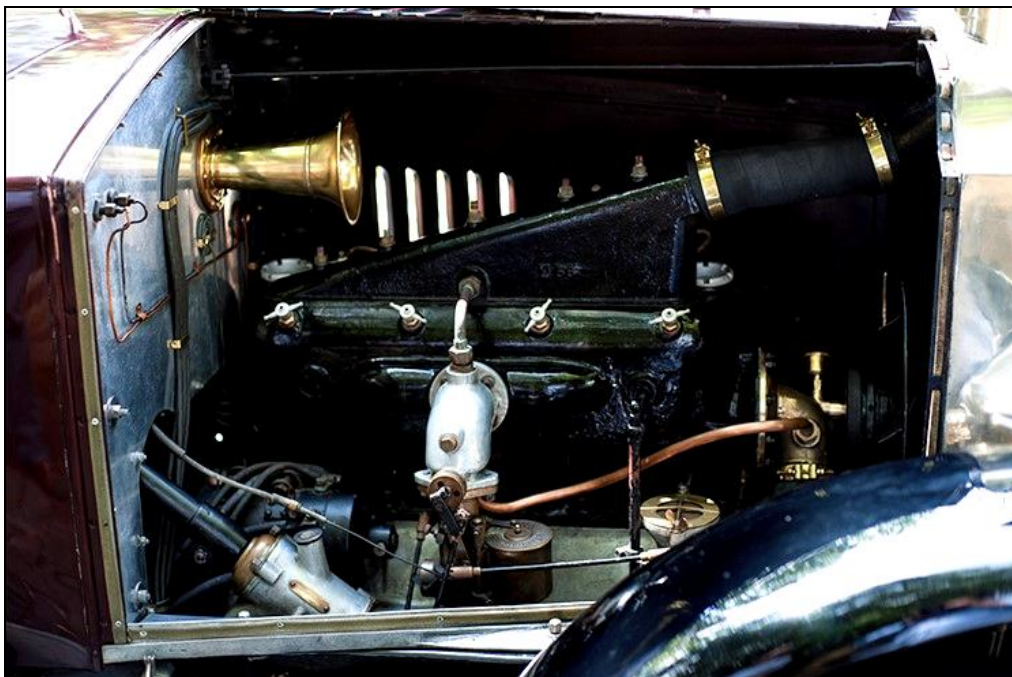
Murray is asking \$95,000 for the car.

Contact Murray direct on mobile: 0412774351



*D3190*





*D3337A engine off side*



*D 3190 dashboard*

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 set out below what is known of the car's owners. **\$350,000.00 firm.**



*OE238*





**There are some spare parts as depicted in the photograph below and these will be sold separately with enquiries to Phillip.**

**(These parts have now been sold.)**

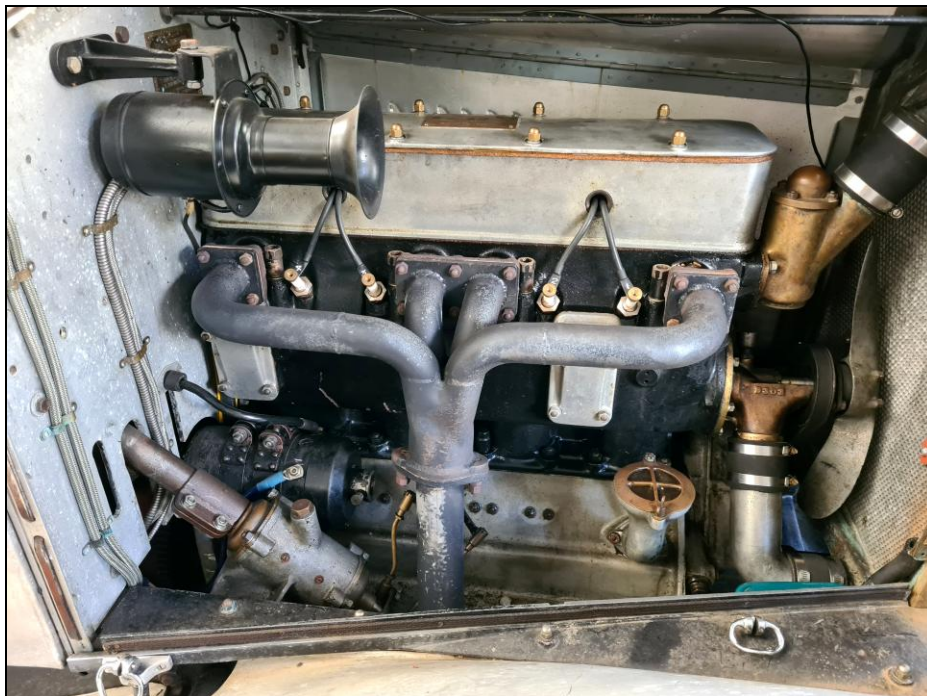


**If you are interested in viewing the car or the parts please contact Phillip Levi on mobile 0499147911 or email [edlee@iinet.net.au](mailto:edlee@iinet.net.au)**

**The 30-98 Register has the previous owners as : Jack Jeffrey, John Crouch, Frank Dent, Harry Thompsett (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 Thompsett were all early members of the V.S.C.C.A.**



**Below is a photograph of a billet set up to make a new exhaust manifold for a 23-60. Flanges come with the billet and this was given to me by Greg Mackie as he made a new exhaust for OD592 when he owned it. All you have to do is purchase some exhaust pipe bends from an exhaust specialist and weld up you own exhaust or have the exhaust specialist do it for you. Contact me to borrow the billet.**



*OD592's new exhaust manifold Greg fabricated*

**Joe Wilson from Queensland sent me an email setting out the history of the 14-40 appearing in last month's newsletter.**

Morning Dave, and thanks for the latest mag. Always so informative.

Re. the Doctor Woodburn 14/40. He had a holiday home at Ballina, and the car spent a lot of time there, and on VCCQ runs in the early sixties. I think he was the original owner, and when I got my M I used it as a benchmark for originality. He sold it to a Yank – Andrew Fields, a lecturer in Russian history at Griffith Uni. The car lived in Laurel Ave. Chelmer here in Briz, and I remember fitting a head gasket for him. He sold it to Noel and Maxine Williams, and he in turn sold it to Holland where it is one of the feature cars in a Vauxhall only collection. You can find it on the net.

Cheers

Joe



**Thanks Joe. It just goes to show there is always someone out there that knows something about the history of our Vauxhalls.**

**Bud Smith from Brisbane recently advised me that his 14-40 Vauxhall has sold and has gone to Adelaide. Bud sold the 14-40 LM5167 to make room for Greg Mackie's 23-60 OD592.**

*Dave Stuart*

**Mob : 04 2828 2360**

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