



THE VETERAN AND VINTAGE VAUXHALL REGISTER

AUSTRALIAN NEWSLETTER

OCTOBER 2023

Hello Everyone.

Recently I was over at Ray Moore's house in Forestville with Phil Virgona and was shown two blade type mudguards. It may seem unbelievable however I recognised them as the ones I had in 1964 when I sold my three 23-60's to Ray. The guards were off OD1072 a complete Kington I had purchased in Fairy Meadow near Wollongong and this 23-60 now being restored by Evan Quarmby.



Modified blade guards

Ron Grant owned OE188 at the time and I liked the look of the front mudguard on his 30-98 which were the blade type.



*OE188 at Ron Grants in the 70's
fitted with blade guards*

Now here comes the part that I will be ostracized for. I removed the front guards from OD1072 and had the valances cut out and turned them into blade guards as on the 30-98. I recall they were never completely finished and remember the panel beater had stripped off the original paint and undercoated them with a light green paint.

I know these days we are more conservative with the originality of our cars however back in the 60's these things didn't seem to matter so much.

As Phil took the photograph he commented the mudguard hadn't been touched by me for 60 years and when I did my sums I couldn't believe how old that made me.

Below is an article I wrote for the V.S.C.C.A. magazine on the recent Vauxhall 100th Year Rally.

V.S.C.C.A. 100th Year Vauxhall Rally

11th – 15th September 2023

Three of our Club's Vauxhalls rolled off the production line at Luton UK in 1923, being Richard and Emi Walton's 30-98 OER53, Rob and Deb Merryfull's 14-40 M673 as well and Mary's and my 23-60 OD494.

A touring rally was organised to commence in Raworth in the Hunter Valley on Monday 11th September 2023 and travel north with stopovers in Armidale, Casino, South West Rocks, Forster/Tuncurry and back to Raworth on Friday 15th September 2023. A total of some 850 miles were planned and as it turned out we had five days of clear sunny weather. All roads were sealed and the scenery in the New England District was a little dry however overall the countryside we travelled through was spectacular as we enjoyed roads the Club had not previously travelled.

Sponsorship for the rally was provided by The National Trust of Australia (N.S.W.) as well as at the Veteran and Vintage Vauxhall Register. Twenty four cars were entered for the rally and this included four Vintage Bentleys, however on the day only twenty two cars made it to the start.

On the Monday we headed off from Raworth at 8.15am and stopped at the Hunter Belle Cheese Factory in Muswellbrook for morning tea. Then it was on to the Primary School at Willow Tree to display of the cars for the school children and to have lunch provided by the school's P. & C.



Cars at Willow Tree Primary School



Cars at Willow Tree Primary School

We left Willow Tree and rejoined the New England Highway for Armidale and about 23kms north of Tamworth we came to the Moonbi Range. All cars stopped at the lookout which is half way up the range. The view back towards Moonbi and Tamworth was spectacular.



Cars at Moonbi lookout

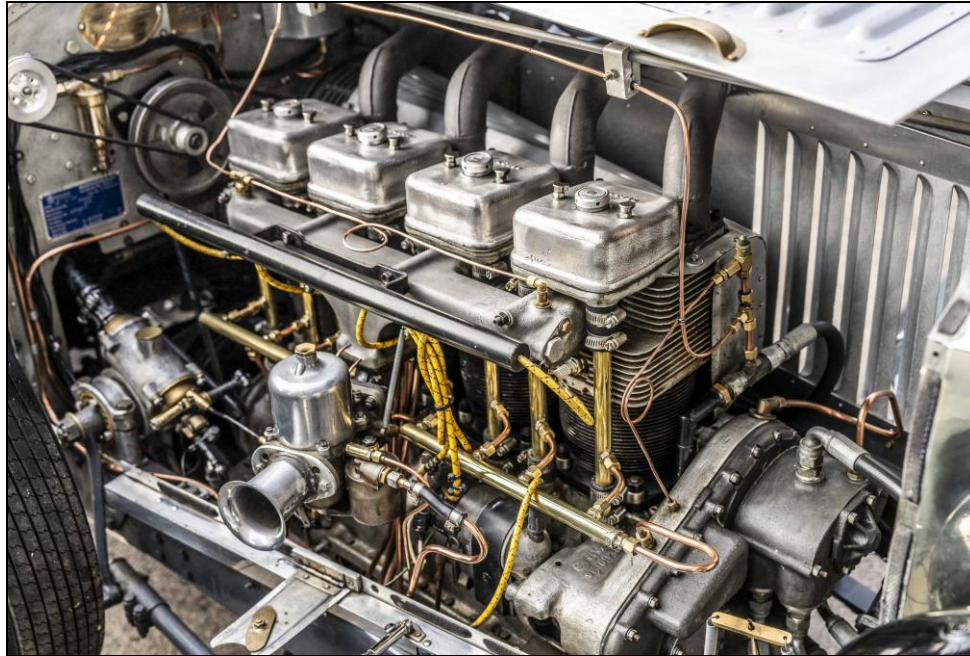


Looking south from Moonbi lookout

Onwards we pushed arriving at our motel in Armidale about 4.30pm where we met up with the Queenslanders who had travelled south to join the rally. There to meet us were Joe and Bev Wilson in their 14-40 Aero Special together with Robert Wegener and his father Malcolm in their 23-60 OD494. As well Bruce Jorss and Greg Berkman in Bruce's well travelled 12/50 Alvis. Lyndon Hardman from Armidale also joined us for the night.

At dinner that night Joe Wilson from Queensland was presented with the Ral Rainsford trophy for best Vauxhall restoration of the year. His car a 14-40 special is fitted with a Cirrus aircraft engine and gives Joe and Bev plenty easy slow revving miles along the road.





Cirrus aero engine in Joe's 14-40 special

The next morning (Tuesday) it was a chilly start to the day.



A chilly warm up for OE235 in Armidale

We drove out to the historic White family property Saumarez near the Armidale Airport. We were asked to park the cars on the circular drive at the front of the house, photo below.



Cars on display at Saumarez property in Armidale



Original White family home at Saumarez

Following an inspection of Saumarez and its out buildings we again joined the New England Highway and headed to our lunch stop in Tenterfield. On the way it was about an hour's drive to Glen Innes where most of the cars pulled up at the Super Strawberry Cafe as we came into the town and enjoyed a rest and nice cup of coffee. Then it was on to Tenterfield where we were met by Bud Smith and his father Gerry in their 23-60 OD592 that Bud had recently purchased from Greg Mackie. We were also joined by Brian McMillan from Queensland who had left his Aston Martin Le Mans at home and came down in modern to join us for lunch and on to Casino with us for the night.

Following lunch the rally route took us east along the Bruxner Highway for a pleasant one and a half hours drive to Casino where we all enjoyed the happy hour at the Vauxhall Inn on the rear of our 23-60. We all dined in the Steak House Restaurant at the motel that night and most of the boys tucked into a superb Casino bred T bone or rump steak.

The next morning (Wednesday) took us south along Summerland Way for another pleasant one and a half hour drive through pine forests to Grafton where we displayed the cars for the children at the Grafton Primary School.



Cars on display at Grafton Primary School



School children at Grafton Primary School



School children at Grafton Primary School

I had sent the headmistress photographs of the Vauxhalls on the rally that were 100 years old and the school conducted a painting competition for the children to paint one of the cars. The winner was Chelsea Clayburn (sitting behind the driver's seat of our 23-60) and I think you will agree the colours of our 23-60 are about as close as you could get it with even the number plate 31-801. I awarded a trophy for first and second with the second prize going to a sketch of the cars as they appear at the end of this article.

I have had the painting of OD494 framed and it now hangs on the wall in my office and will always remind me of our stop at the Primary School in Grafton.

I commended Chelsea on her effort with her painting however was reluctant to mention the rear offside wheel was not quite right – maybe she thought it was rear wheel steer.



Painting of OD494 by Chelsea Clayburn of Grafton Primary School



School children at Grafton Primary School

The school's P & C supplied a lovely morning tea with cakes and sandwiches which although everyone hooked into mountains of food was left over for the school children.

We left Grafton and headed further south through Nana Glen to Coffs Harbour where we had lunch overlooking the ocean at the Surf Club. Following lunch we travelled further south through Sawtell and on to South West Rocks where we stayed the night.

The following morning (Thursday) we drove a few miles to Trial Bay Gaol in South West Rocks and there enjoyed a very well presented tour of the gaol by the National Parkes and Wildlife Ranger. The cars were lined up in the car park prior to going into the gaol and amazingly we spotted a number of whales cruising south on their return journey to the Antarctic.



Cars in car park at Trial Bay Gaol in South West Rocks



Mal Garthon and Murray McDonogh in the S.C.A.T.

Leaving South West Rocks we again headed south to Port Macquarie where we welcomed a cool drink and great lunch in the Westport Club overlooking the water. Following lunch and a difficult time getting out of Port Macquarie owing the road works and detour to seemly nowhere we eventually found out way to Laurieton and Kew to join the highway south to Taree and then Tuncurry and Forster for our stopover.

That night we were bussed to Thirty Three Degrees Seafood Restaurant in Tuncurry for the end of rally dinner. The happy hour was in a marquee on the deck outside the restaurant

overlooking the water and it was here the entrants enjoyed looking at the porpoises passing by. It wasn't a late night as everyone agreed to have the bus return a little earlier to return us to the motel and our final night's rest.

We headed off early in the morning to enjoy breakfast at The Beach Bums Cafe on the promenade in Forster overlooking the ocean. We then all headed south around Lake Cathie to Bulahdelah where some of the entrants joined the highway to return home to Sydney. The remaining rally entrants had coffee in Bulahdelah and then took a quite road over to Booral on Bucketts Way to have lunch in Allwood at the new Farmers Wife Restaurant. We then continued on along Bucketts Way and Limeburners Road to Clarence town, then on through Wallalong, Hinton and back to the Hunter Oasis Motel in Raworth. Dinner that night was in the dining room of the Commercial Hotel in Morpeth.

The following morning (Saturday) most of the entrants called in to our home in Raworth to say goodbye to Mary and I prior to heading off south for Sydney. In all were travelled some 880 miles and nearly all the cars travelled without too many hiccups probably doing a lot better than their aging drivers. It was a good display of our Club cars on a great drive.



1923 30-98 OE53 N.S.W.

1923 23-60 OD4984 N.S.W.

1923 23-60 OD498 QLD



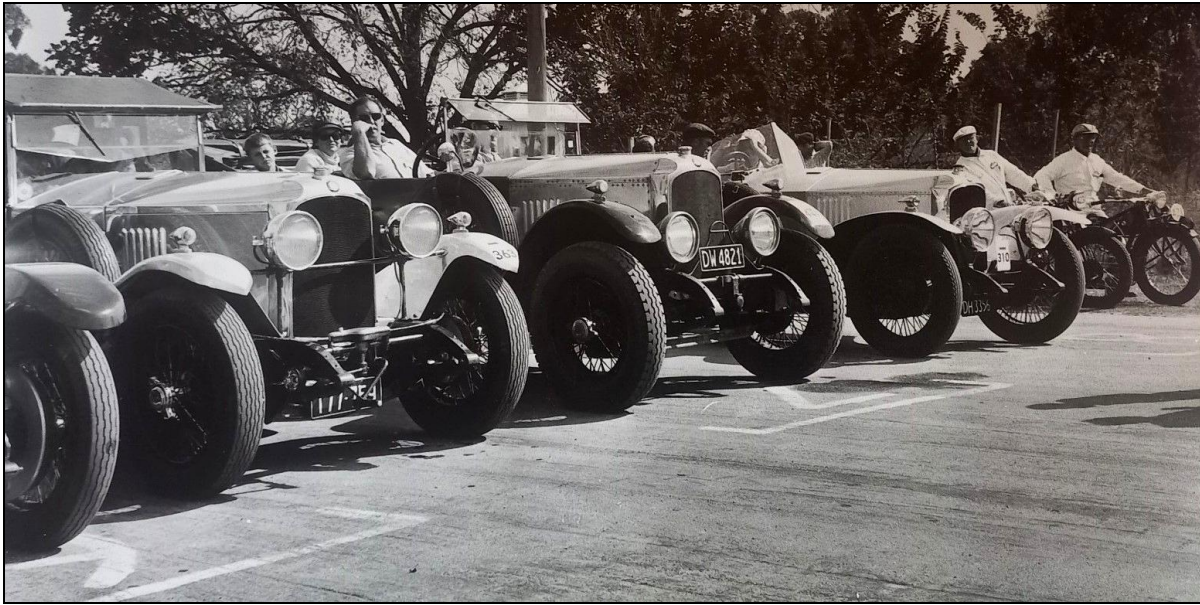
1923 23-60 OD592 QLD

1923 OE13 Engine in OE112 A.C.T

1923 14-40 M673 N.S.W.

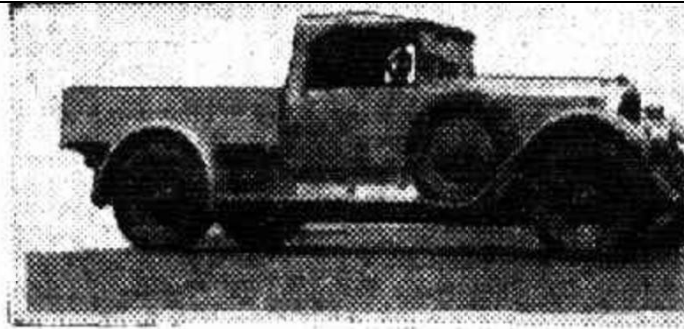
The photograph below was sent to me by Rob Alsop from Victoria as he thought it may be of interest to the readers of the newsletter. The cars left to right are OE279 owned by John Wilson of N.S.W. OD796 owned by George Calder of New Zealand and OE129 owned by the

Newell family also of New Zealand. I seem to recall the photograph was taken on a National Vauxhall Rally however I am not sure whether the rally was in Australia or New Zealand. Maybe one of our readers might be able to enlighten us.



OE279 - OD796 and OE129

Phil Virgona found the photograph below of a 23-60 advertised for sale. I think you will agree it would be just the thing for a Vauxhall man to get about in during the course of his business.



Vauxhall 23/60 Utility.

Our COUNTRY and CITY Clients NOTE!!!

A FAITHFUL SERVANT FOR £135.

If in need of a Utility Truck, we thoroughly recommend the purchase of the 23/60 Vauxhall shown above. Cost £1250 new, has run 27,000 genuine miles. Just converted by us to utility. Years of honest service can be obtained from this unit, which is exceptional in its mechanical condition. Any inspection or trial is welcomed.

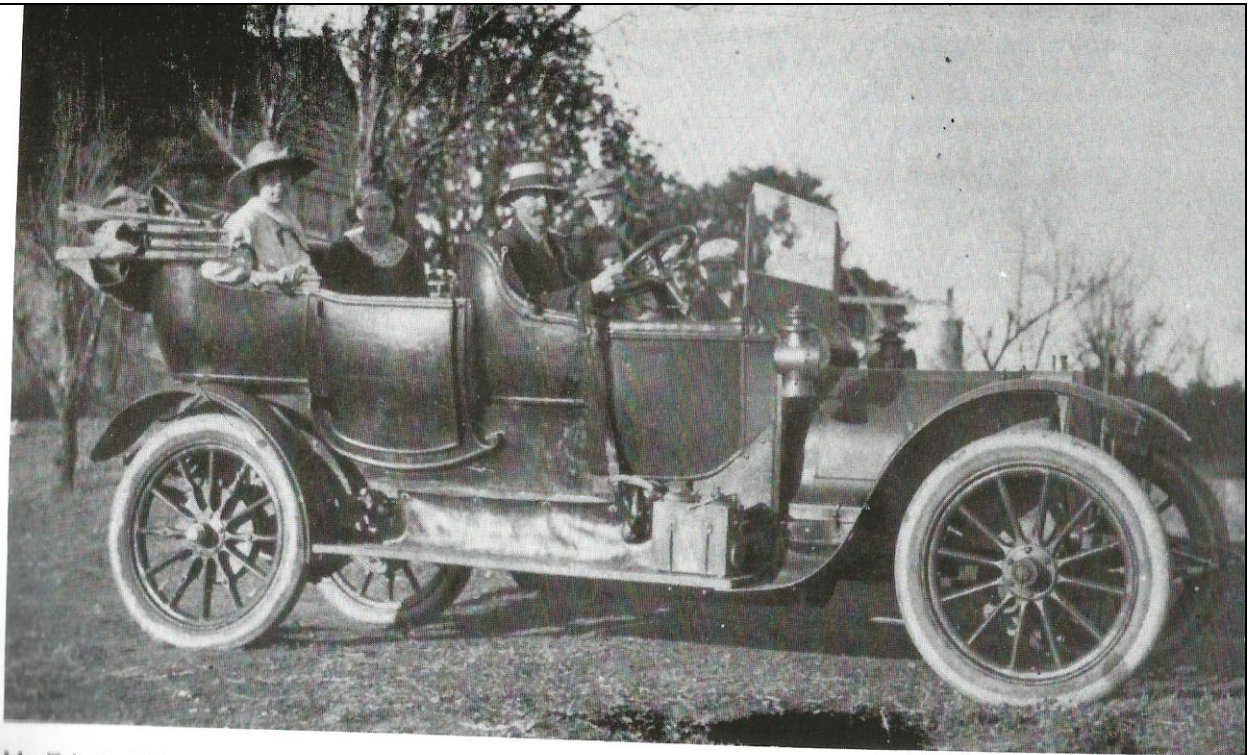
We also have a New Beauty Ford Panel Van at £120. Suitable for butcher or baker delivery. Also 2 car specials: Baby Ford. £180; Buick Tourer. £135.

**RONALD MACKELLAR PTY.,
LTD.,**

63-55 WILLIAM STREET, SYDNEY.

METROPOLITAN FORD DEALERS. FL4195-96.

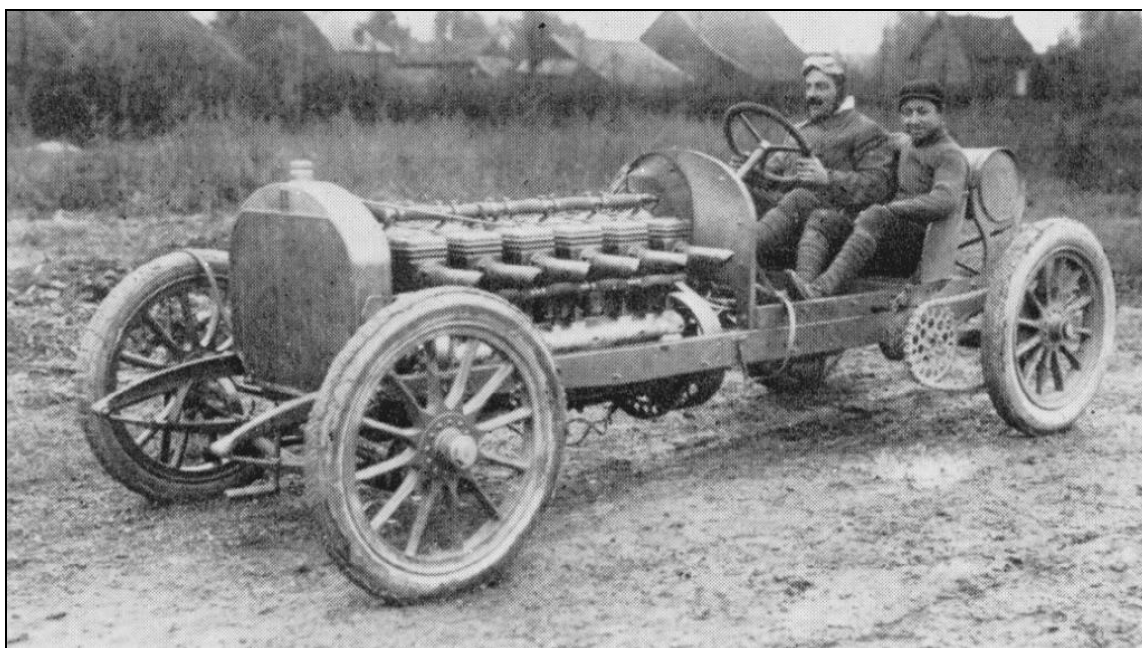
This has nothing to do with Vauxhalls however appealed to me for the two interesting reasons. Mary and I live in Raworth and friends of ours in the local Maitland Car Club have identified their grandfather a Mr Edwin Elliott in the photograph below from a book "Parade from the Past" that Veteran Car enthusiast John Hughes compiled on veteran cars.



Mr Edwin Elliott, who lived in Raworth, near Maitland, is seen here with his family in the 24/30 h.p. 1906 PORTHOS which he purchased second-hand in 1919 from its original owner, Mr Alexander Brown. At some stage during Mr Brown's ownership of this car its original two-seater body was replaced by the touring body with which it is fitted in this photograph.

The first point is that I had never heard of a car called a Porthos. However Mr Google tells me:

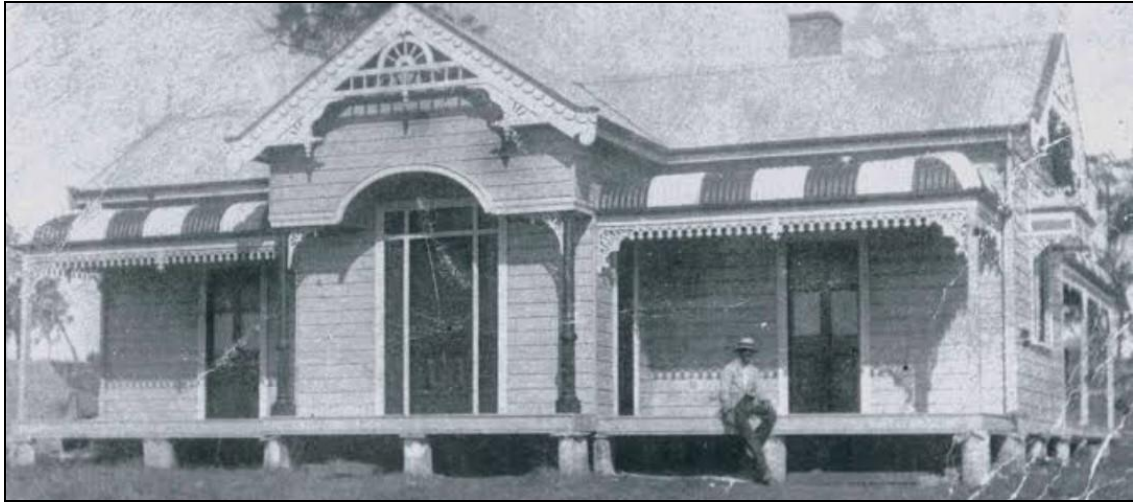
Georgano tells us that Porthos was in Billancourt, Seine, France from 1906-14. They even entered the 1907 and 1908 Grand Prix, but the cars retired.



Secondly Edwin Elliott was a builder and built two homes at the bottom of our street in Raworth. Both houses look out over the flats with uninterrupted views of the Hunter River.

The photographs below show the first house when it was built that was lived in by Edwin as well as how it stands today. The other house on the adjacent corner is a current photograph of the second house he built which has just been repainted and looks very nice.

Edwin's grandson who we know stayed in the first house in the 50's and recalls the house had no electricity or water hooked up.



Edwin Elliott sitting on the verandah of his home



The same house today



The second house Edwin built

As they say, “a picture tells a thousand words” and in Edwin’s case his first house you can see it is nearly ready to fall down however his second house has stood up well and has been nicely maintained.

The photograph below on the cover Parade from the Past depicts an A Type Vauxhall and is described by John Hughes as:

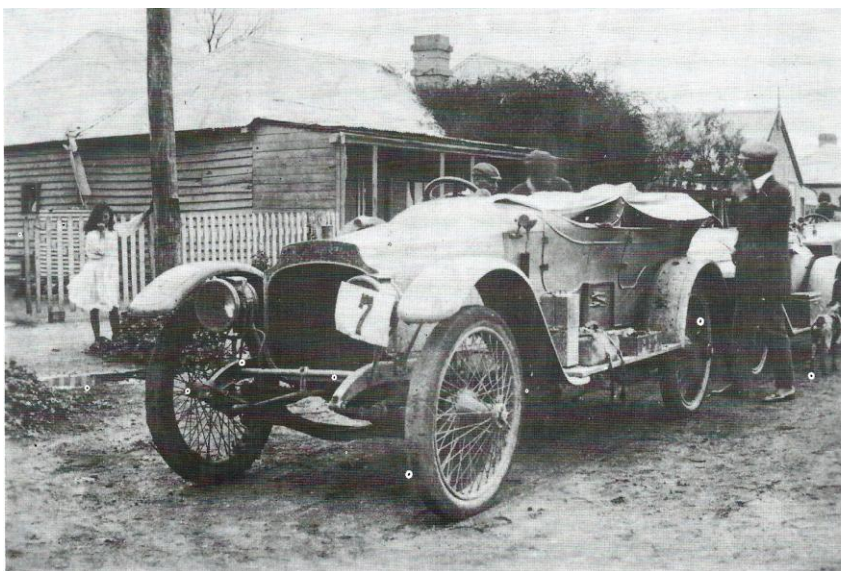
Cover Photograph

A hand written note on the back of the original print of this photograph tells us that it was taken by Mr G. P. Innes, that the lady standing at the rear of the car was his wife, the children were his, and that the gentleman standing in front of the car was Captain F. Innes. The car is a 20 h.p. 1909 VAUXHALL, and Mr G. P. Innes was the New South Wales agent for this make. This particular car was sold soon after the photograph was taken to Mr Leslie W. Pye, who lived in Wigram Street, Harris Park. Its registration number was 848.



A Type Vauxhall

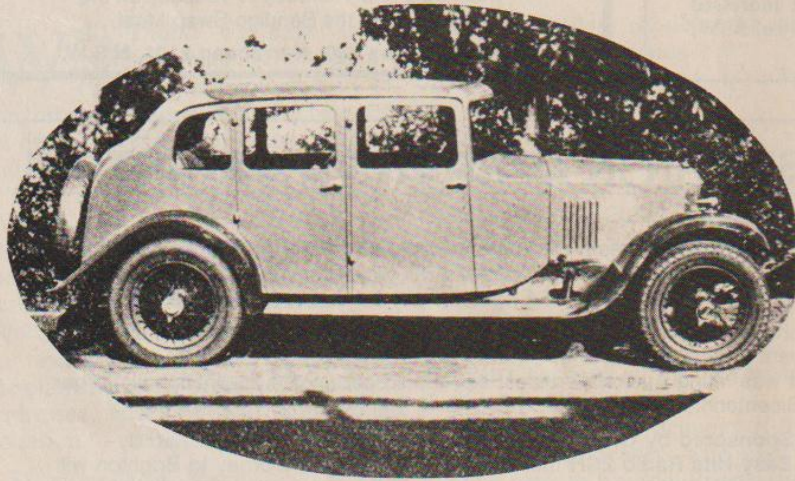
Another photograph from Parade from the Past shows Sam Tym's A Type Vauxhall affectionately known by the family as "Bumble", no doubt as the rear of the body looked like that on a bumble bee.



Both photographs on this page show a particularly sporty looking 1912 A-Type VAUXHALL which was owned by Mr Sam Tym of "Edall", Coonamble. This car's registration number was 137. Note the "Prince Henry" VAUXHALL which can be seen behind Mr Tym's car in the upper photo.



1925 Vauxhall 23/60



1925 Vauxhall 23/60

We come across some interesting oddities while compiling the stories and features for you to read. One I found fascinating was this picture of a 1925 23/60 Vauxhall that was rebodied in 1933 — the front of the car looks fine but I'm of two minds in regards the shape of the rear section. (Quite frankly, I would not like to reverse park this car!)

Have a close look at the curve under the cowl and it appears an attempt has

been made to widen the body. I wonder if any protection was provided under the doors. They appear vulnerable to rot and rust by the photograph.

I haven't heard of nor seen an advertisement for the builders, the Modern Motor Body Works, Forest Road, Hurstville, N.S.W. Perhaps *one* of our readers or *someone* in the Vauxhall Car Club may be able to enlighten us as to whether this very interesting Vauxhall is/was known, is it still around (The caption under the photo is reprinted as it was found).

The car above may be one that Richard Walton and I heard of and was in a house garage at Bondi. The house was about to be demolished and the car had to be removed however we heard no further information about its fate. Our informant was a little strange and I don't really know whether he was just pulling our chain.

In March this year Mary and I went over to Orange to attend the Veteran Car Club rally organised by Euan and Wilga Coutts. We went modern however on the second day I was invited by Neil Heilbrunn to drive his 1911 A Type A11.497 from Orange to Bathurst whilst he went with Peter Weir in his 1909 A Type A.09.1.

Jim Weir now approaching his 90th birthday and a previous owner of the A Type rode with me in the passenger's seat and recalled along the way how he enjoyed owning and restoring the A Type as well as driving it.

We stopped along the way to Bathurst outside the Gladstone Hotel in Newbridge for a photograph of both A Types.



Dave Stuart and Jim Weir in A11.497

Both Vauxhalls travelled together and this was the first time I had driven an A Type though I did ride as a passenger in A09.1 the day before. A09.1 has a slightly lower diff ratio and this was apparent on hills as it pulled away from me convincingly.

At Bathurst we couldn't resist a hot lap around the circuit and the photograph below was taken with both cars on the grid at the start.



A Types on the grid for the start of the hot lap

Into the first corner they were fairly even however going up mountain straight the lower geared A09.1 showed me a clean pair of heels and we had lost sight of him as we pulled up through the cutting. When we arrived at the top of the mountain A09.1 was already parked and Peter and Neil were standing on the opposite side of the track.

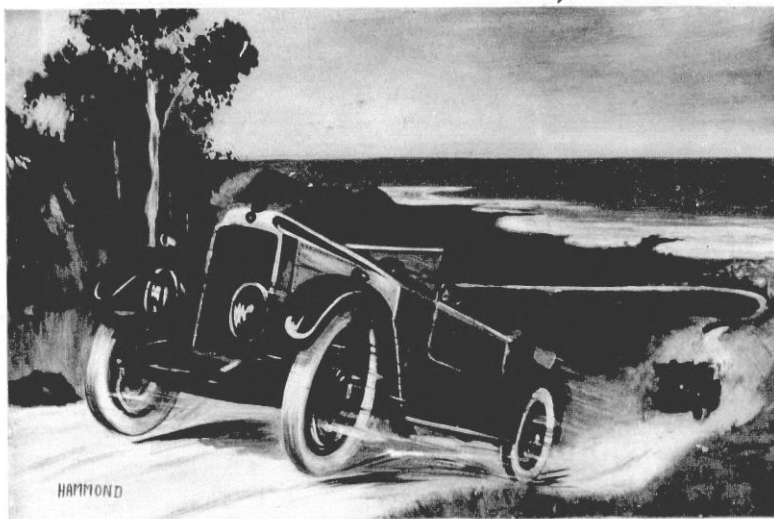


A11.487 and A09.1 on top of Mount Panorama

Mary and I drove our modern down to the bottom of con rod straight just past the chicane for a photo shoot of the A Types at speed however the photograph I took was blurred and unfortunately of no use for this article. I don't know whether it was the speed of the cars my phone camera couldn't handle or simply a glitch, I would like to think the speed was a factor. Anyhow following lunch a few of the cars returned to the circuit for another photo shoot.



The advertisements below are from the Australian Motor Sport magazine.



VAUXHALL

(THE CAR SUPER-EXCELLENT.)

NO series of announcements covering the developments of British Motoring Enterprise could be complete without the incorporation of the Vauxhall Car. It stands as an accepted criterion of British excellence in the wide field of Motor Car Production. It is known not merely in the country of its origin, but fills an honoured niche in the annals of Automobile Developments throughout the realms of civilization. It is a type. It is a leader. It is individual in conception. It is exceptional in merit and performance. It is wholly British, and typifies British thoroughness and excellence. It is something apart from the ordinary routine of Motor Cars, yet, in spite of its reputation and quality, the price represents exceptional value.

14-40 h.p. £800 Cash.

Sports Type £850 Cash.

23-60 h.p. £1200 Cash.

30-98 h.p. £1600 Cash.

TERMS ARRANGED

BOYD EDKINS LTD.

Phones: City 925
City 926
M 3350

25 Wentworth Avenue
SYDNEY

LONDON SHOWROOMS:
174/182 Great Portland Street.

VAUXHALL

(THE CAR SUPER-EXCELLENT.)

IF one may strain grammatical exactitude to the extent of terming an inanimate object a Hero, the VAUXHALL CAR would undoubtedly come under such classification. There was not a field of operations in the war in which the VAUXHALL did not figure prominently as Britain's Staff Car. In fact it was the Staff Car. From first to last it was the British Governments prime choice for this virtually important sphere of operation. It is not, of course, suggested that other cars were not used for Staff work, such a state of affairs would obviously be impracticable. The bare fact remains, however, that IT WAS THE STAFF CAR. Notice the way in which Vauxhalls have stood up to Australian Road Conditions for the past 14 years.

THE CAR TO SUIT THE MOST EXACTING OWNER

14-40 h.p. £ 800 Cash. Sports Type £ 850 Cash

48 t.n.p.h. on Moond gear has been done with the Sports Type on a Sydney road, with still some to spare.

23-60 h.p. £ 1200 Cash '

The Five or Seven Seater Family Car, fitted with the LANCHESTER HARMONIC BALANCE, which absolutely does away with secondary unbalanced forces.

30-98 h.p. £ 1600 Cash

The fastest standardised Touring Car in the world.

TERMS ARRANGED

Call on us at your convenience for a trial run; it will commit nothing but pleasure to both parties.

BOYD EDKINS LTD.

Phones: City 925

City 926

M 3369

25 Wentworth Avenue

SYDNEY

LONDON SHOWROOMS 1

174/182 Cmt Portland Street.

PAOS

SANKEY'S

Patent Steel Wheels

Cheaper than wooden wheels. Unaffected by

heat or water. Easily

adapted to your hub.

Will carry twice the load.

No fear of wheel breaking.

Sizes to Fit all Hubs

in Stock.

Bradley Bros. Ltd.

55-57 Wentworth Avenue,
SYDNEY.

Phil Virgona sent me this photograph from the 1949 Autocar in the UK. The 23-60 is OD795 and belongs to George Calder in New Zealand. The photograph was taken in Martin Place outside the G.P.O. when the car was owned by Ron Grant.

I bought my first 23-60 OD841 from Ron Grant who also lived at Ingleburn in 1962.



Button days, in Sydney, Australia, are held every Friday, when charitable organizations collect funds. At a recent one in aid of crippled children, there was an old and new car exhibition. Among the oldest was this spotless 1923 Vauxhall, the property of Ron Grant, Australian sporting driver. It has done 60,000 miles.

OD795

Ian Irwin from the A.C.T. sent me the advertisement below from the 1925 Motor Weekly for Barlow Motors for Barlow Motors in Melbourne.

Ian Irwin from the A.C.T. sent me the advertisement below from the 1925 Motor Weekly for Barlow Motors for Barlow Motors in Melbourne.

THE MOTOR WEEKLY

Vo. 1—No. 70 Saturday, July 25, 1925 Price: 2d

ALL BRITISH MOTOR CARS

THE CAR
SUPER
EXCELLENT

The Vauxhall

THE CAR
SUPER
EXCELLENT

14/40 D.S., wire wheels, Standard Body	- £720
14/40 D.S., wire wheels, De Luxe Body	- £750
14/40 D.S., wire wheels, English Body	- £795
14/40 S.S., wire wheels, English Body	- £775
23/60 D.S., 5-Passenger Tourer	- £1250
23/60 D.S., 7-Passenger Tourer	- £1300
30/98 4-Passenger Sports	- £1500

Enclosed Models of All Kinds. --- 100 per cent. British Cars.
We Invite Applications from Country Dealers throughout Victoria.

The Bean "Twelve" Tourer

As Supplied to H.R.H. Duke of York, K.G. The Aristocrat of Medium Price British Cars.

12-h.p. S.S. Standard Body	- £445
12-h.p. D.S. Standard Body	- £450
12-h.p. D.S. English Body	- £495
14-h.p. S.S. Standard Body	- £495
14-h.p. S.S. English Body	- £520
14-h.p. D.S. Standard Body	- £525
14-h.p. D.S. English Body	- £545
Bean Trucks, 20-25-Cwt.	- £365 to £385

Enclosed Models of All Kinds. --- 100 per cent. British Cars.
We Invite Applications from Country Dealers throughout Victoria.



BARLOW MOTORS

20-28 LATROBE ST. PTY LTD. 2 DOORS FROM EXHIBITION ST.

Phone
F 2161.

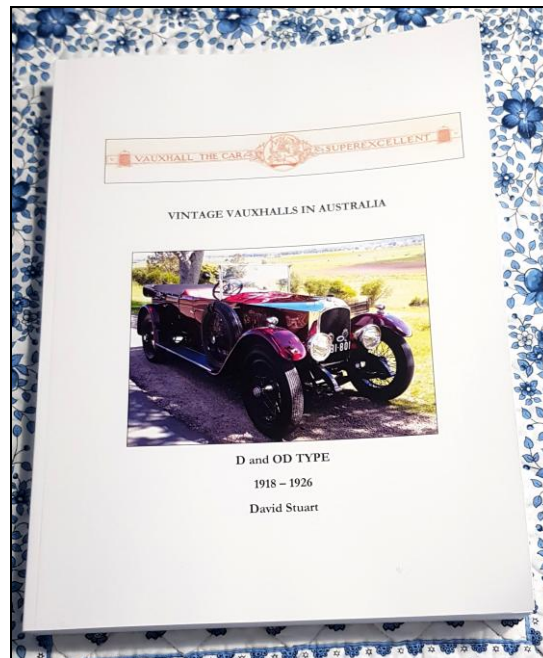
The photograph below shows an original 23-60 con rod made from Duralumin. Google tells me that Duralumin is a hard, lightweight alloy of aluminium widely used in aircraft construction. It was discovered in 1906 and patented in 1909 by Alfred Wilm a German metallurgist. It was originally made only at the company Durenner Metallwerke at Duren, Germany. (the name is a contraction of Durenner and aluminium).

An original Duralumin rod below and one made by Sainty Engineering at Wentworthville near Sydney and is what is fitted to my 23-60 OD494. My car was originally fitted with steel con rods however when tested they showing signs of cracking. The beefed up Sainty rods were made from a high grade aluminium the same material the Stan Sainty used for the conrods in the top fuel engines his company made.



23-60 conrods

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.

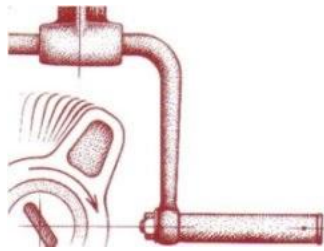
I also have a collection of Smiths clocks and speedos as per the photograph below. Most of them work however some will need servicing and cleaning. There are quite a lot of the same models to pick from so you should be able to match up a clock and speedo that match up in patina. A few are black faced 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 0428282360.....Dave.





CRANK START ENGINEERING



John Kent - e-mail: jken3849@gmail.com

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.

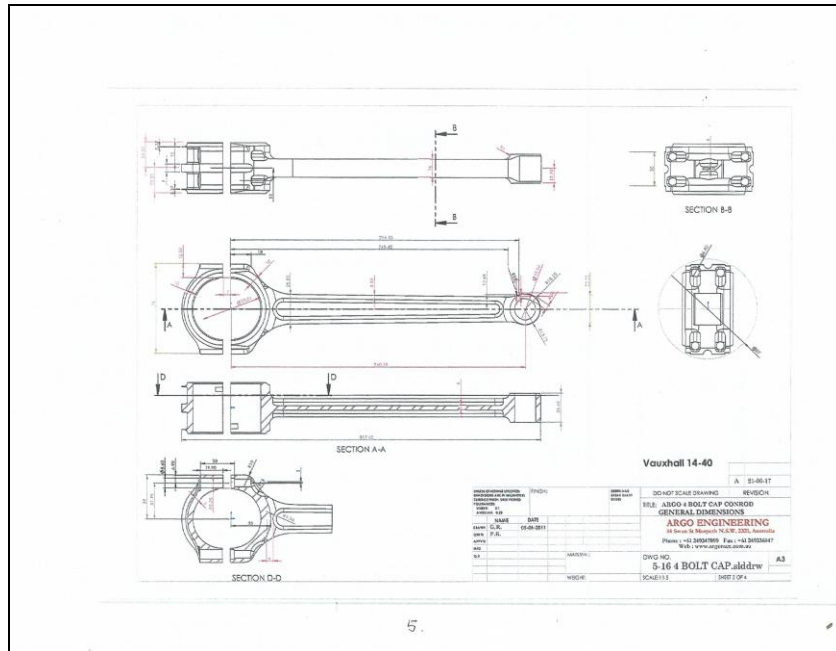
OE Cylinder Heads.

OE exhaust manifolds.

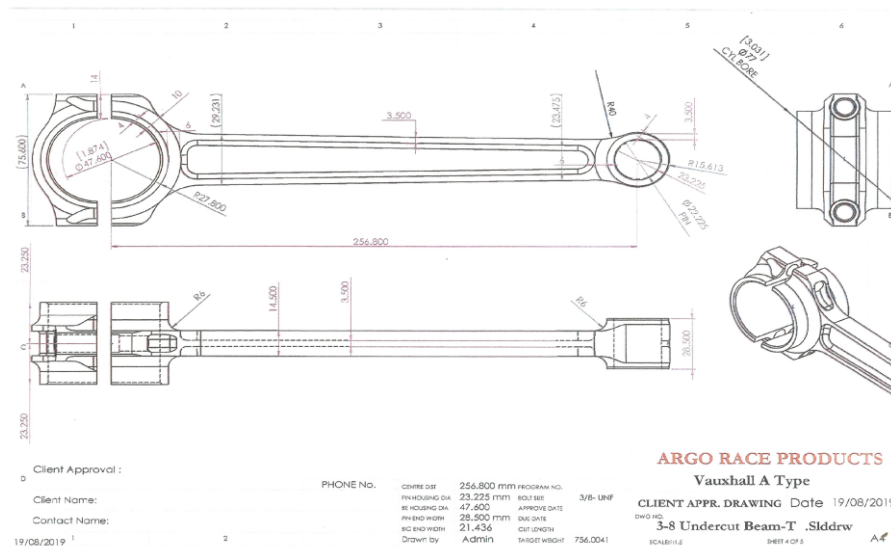
Services

All aspects of restorations and maintenance including sub assemblies.

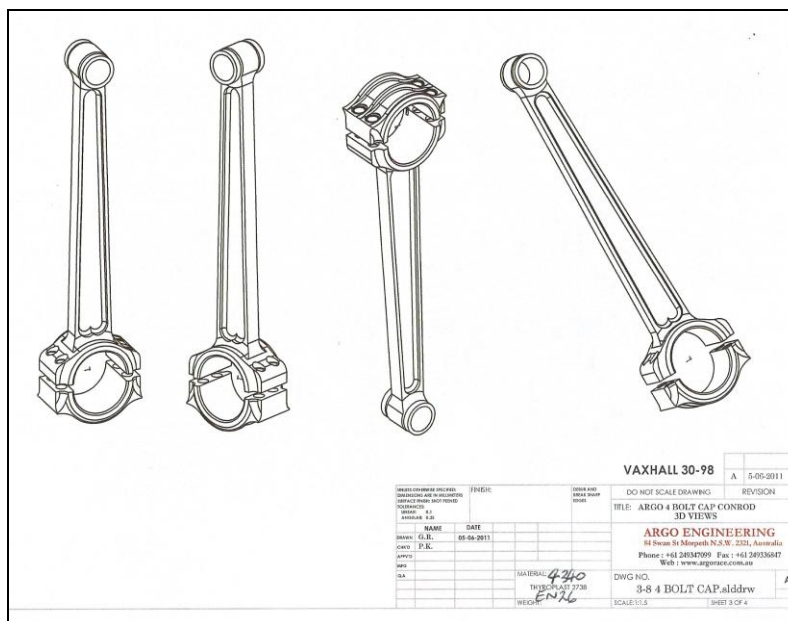
ARGO ENGINEERING – 84 Swan Street, Morpeth N.S.W. Phil and Adam Ph 02 49347099



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 ONO 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.

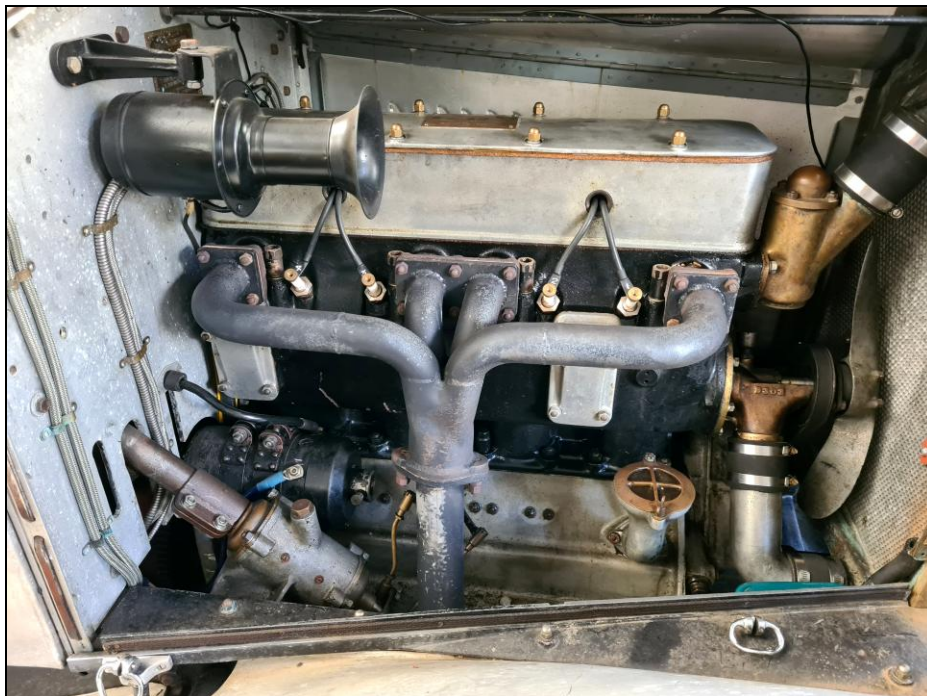
(These parts have now been sold.)



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

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.

Thanks to those who contributed photographs and stories for this issue of the newsletter.

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