

A - D VAUXHALL REGISTER
DECEMBER 2018 NEWSLETTER

Hello Everyone.

This year's V.S.C.C.A.'s George Green Memorial Rally was held in Tamworth in the New England district of N.S.W. and attended by Vauxhallians Euan and Wilga Coutts in OD793, Neil Heilbrunn and Rob Merryfull in OD742, Peter and Margaret Ward in OD1107 as well as Mary and I in OD494.

On the run from Port Macquarie to Tamworth we stopped at the historic property Langford in Walcha for lunch. Amazingly this magnificent house was built in 18 months whereas our new house in Raworth which would fit into the ballroom of Langford House seems to be taking an eternity and I fear may surpass the Langford build time.



OD742 and OD494 at Langford - Walcha

We were treated to a lovely lunch and then given a tour of the home and surrounding buildings. As usual, more time could have been spent at historic Langford however we had to press on to Tamworth which was another 100 km in above 30 degree heat.

On the Sunday the rally took us to the old mill in Uralla for lunch with the restoration of the building and artefacts on display made it well worth the visit. Following lunch we drove a further hour north through Thunderbolt Country to Armidale to the properties of Lyndon and Des Hardman to view their very large collection of cars and vintage memorabilia. Lyndon advised us that the go ahead has been given by the local council to build a car museum and their whole collection is being generously donated to the museum.



Des Hardman's 23-60 OD677/OD647

Des' father purchased OD677 in the 70's from the Finlayson Brothers who had properties at both Ben Lomond and Guyra N.S.W. They also owned two 30-98's at the time they sold the 23-60 to Des' father. The car had been cut down with only the scuttle, bonnet and guards of the original car remaining and the restoration of the running gear was nearly complete when Mr Hardman Snr died. Des finished off the body rebuilding the back half and put the 23-60 back on the road.

Lyndon later told me that when his father went to the Finlayson's house in Guyra he was shown the well in the back yard where two Buick engines as well as a D Type engine had been discarded. The well had large rocks at the bottom and the engines were probably badly damaged when they hit the bottom of the well. So there, you D Type owners might like to now follow this lead up and report back with an article for the newsletter on your findings.....good luck.

On the Monday the rally commenced the two day return trip to Sydney seeing us drive to Nundle for an inspection and lunch at the Nundle Woollen Mills. A group of the usual suspects were able to sample some cool refreshments at the local hotel.

All the cars with the exception of Wilga and Euan Coutts as well as Mary and I headed off from Nundle to overnight in Gloucester before returning to Sydney on Tuesday.

As our 23-60 is presently living in Orange, Mary and I together with the Coutts headed off from Nundle to overnight in Gunnedah. Below is an article I wrote for the V.S.C.C.A.'s magazine on what happened along the way.

23-60 VAUXHALL RETURNS TO WALLAHALL

On the Monday of the recent George Green Memorial Rally Mary and I together with the Euan and Wilga Coutts had planned to leave Nundle following lunch and head off back to Orange. We had booked accommodation in Gunnedah to catch up with Bret and Wendy Blackmore as well as Lester Thearle to have dinner with them that night at the motel. The journey to Gunnedah took us through Wallabadah and Quirindi and then out a further 29 kms to Carroona via the Coonabarabran Road as our 23-60 Vauxhall

OD494/OD493 went there new to the property Walhallow. The car was purchased new by the manager of Walhallow, Frederick Croaker in 1923 from Boyd Edkins Motors in Wentworth Avenue, Sydney. The property consisted of some 400,000 acres and was made up of five properties stretching nearly to Tamworth. The NZ & Australian Pastoral Company owned Walhallow and a sister property in the Northern Territory also called Walhallow consisting of some 1.6 million acres.



OD494 AT WALHALLOW - CAROONA

The stone homestead was built in 1908 for Mr Croaker to replace the original wooden homestead that had been destroyed by fire. Mr Croaker senior died in 1920 and his son, also named Frederick, took over as manager of Walhallow. As mentioned he purchased our 23-60 new in 1923 and in 1935 took it with him to the property Petwyn Vale at Wingen that he had purchased from Sam

Horden of the Anthony Horden stores. The Horden property Glen Garry on the opposite side of the New England Highway was also purchased by Mr Croaker. The 23-60 remained at Petwyn Vale and passed on to Frederick Croaker's son David (30-98 owner and owner of Coonarang) when Frederick died in 1943. David died in 1985 and the car remained on the adjoining property Coonarang with David's wife Airlie until John Giddy purchased it at the deceased estate auction in 1991.



OD494 LEAVING WALHOLLOW - CAROONA

John had the car fully restored and I purchased it in 1996 following John's death in 1995.

The present owners of Walhallow Tony and Jenny Todman, invited us to call in and show them the 23-60 and were pleased to add it to the history of the property they have compiled. They told us that Mr Frederick

Croaker senior was held in high esteem throughout Australia as a property manager and for his services to the Caroona community a church in his honour was built in 1921 at Caroona. It is still standing and built from the same stone used to build the homestead.

It is recorded that Frederick Croaker junior used the 23-60 extensively in his travels both at Walhallow and Petwyn Vale and it was still being used by his son David, a member of the V.S.C.C.A. in the 60's. The car still bears the original number plates NSW 31-801 and our visit to the property may have been the first time it had returned to Walhallow since 1935.

Phil Virgona has recently had a win and purchased another 23-60. To justify the new addition to the family Phil advises he has bought the Vauxhall for Tracey. He's what Phil had to say.

Recenty in N.S.W. another 23-60 has changed hands after 62 years in the same family ownership. The car is OD998/OD1004 and whilst known to the Register, has not been actively used since the 1960's.

It carries an unusual dashboard plaque, see photograph.



It shows its make, engine number, horsepower and kilogram weight all in French. The origins of this plaque are unknown.

As the photograph shows the car is in a highly original delapidated state. Much of the original horsehair leather seating upholstery remains whilst in extremely poor condition and an attempt will be made to conserve it.



OD998/OD1004

The mechanical condition is at present unknown and expected to require a full restoration.

Tracey and I (OD739) are expecting this new project will occupy most of the coming decade.

I think Phil would be most pleased if the car went back on the road looking very similar in patina to Pat Ryan's Arundel Saloon OD1283. We wish Phil and Tracey all the best in the coming decade.



The above photograph came from the photo album of the Vintage Motor Club in Sydney and shows the 23-60 at Warwick Farm. The owner was a regular competitor in the V.M.C. events and the Vauxhall his daily driver.

Recently Richard and Emi Walton in their 30-98 OE53 as well as Neil Heilbrunn and Rob Merryfull in Neil's A11.487 went over to South Australia and participated in the Bay to Birdwood Rally. Below is Sticky's report on their adventure.

To Adelaide with OE 53

OE 53 spent 58 years in Adelaide with 5 separate owners, so I took the opportunity to return and compete in the Bay to Birdwood Rally. Emi and I left Sydney and stayed in Bendigo at the Shamrock (of course) and then at Mt

Gambier (of OE 297 Blue Lake fame) and on to Glenelg the next day. The Birdwood Run of some 900 cars and bikes including Neil Heilbrunn and Rob in 1911 A11.487 and Andrew Hayes in 1913 Prince Henry. While in Adelaide we caught up with Ral Rainsford, Terry Parker E305 who made a new leather for OE 53 air pump, Peter Mussared and Gunther A12.640 and Dave Evans M1028 (ex Bob Walton 14/40). We stayed 3 days in Hahndorf (Hans Heysen country) visiting The Barossa and Fleurieu Peninsula. We returned along the coast via the Great Ocean Road, across Port Phillip Bay to the Mornington Peninsula staying at Port Fairy, Rye, Metung and last night at Ulladulla. OE 53 ran out of petrol twice, a tank of bad fuel at Port Campbell, magneto failure at Eden and flat battery. We travelled almost 3000 miles without having to put the hood up.



Terry Parker with OE53

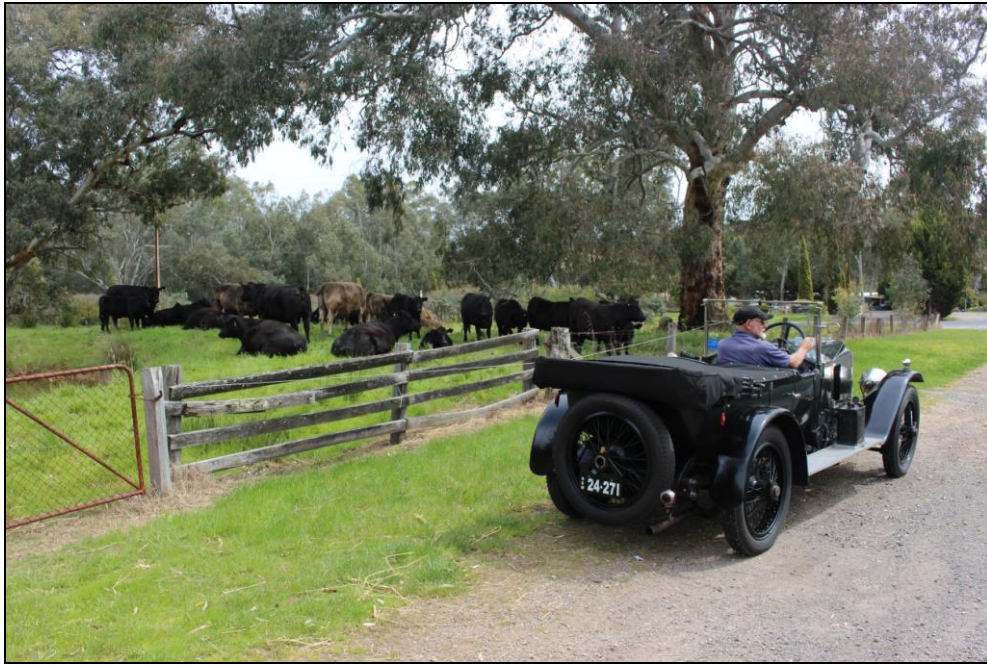


Ral Rainsford (ex Vauxhall owner) with his Sunbeam



TEAM VAUXHALL

*L to R - John Pyle - Dave Evans - Peter Mussared - Rob Merryfull -
Terry Parker - Neil Heilbrunn and Gunter Tierman*



OE53 IN HANS HEYSEN COUNTRY - HAHNDORF

*The Vauxhall is an ideal car for long distance touring
able to keep up with modern traffic.*

Warwick Hansted's 23-60 OD633 recently went up for sale in Melbourne at Shannons. It sold for \$70,000.00 and unfortunately is now headed for the Netherlands.....so goes it, we lose another one.

Greg Mackie (former owner of E366) told me he had offered that amount prior to the auction however his offer was turned down.



OD633/OD633

Neil Adams rang me to advise he is placing their 23-60 OD592/OD593 on the Pre War Cars website and the sale price will be \$60.000.00. In the spares that Richard Wallton and I have is the original firewall and chassis plate for this car and it will be made available to whoever purchases the car. Hopefully it will remain in Australia.

If anyone is interested in this particular 23-60 they can ring me and I can let them know more details of the car.



OD592/OD593



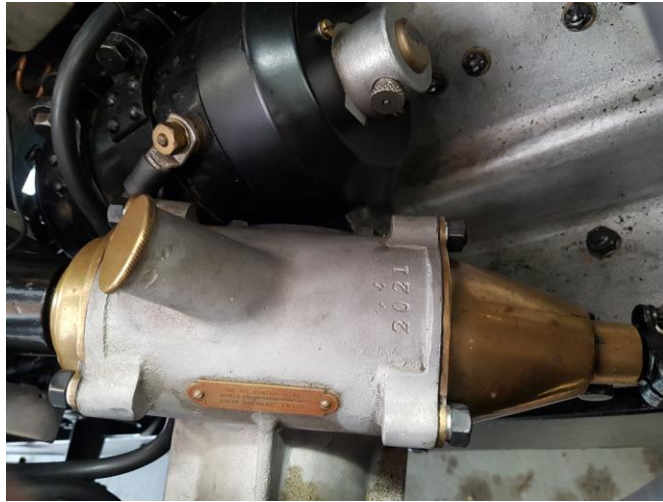
OD592/OD593



OD592/OD593

John Kent has advised that he and Justin Coxhead will be getting together sometime early in the new year to sort out the dates for our next biennial Veteran and Vintage Vauxhall Rally in Beechworth Victoria. Once the date is set can I encourage you to enter it onto your list of must things to do for 2020 and those who were unable to make it to this year's event in Merimbula can add to the number of cars entering the rally. You will receive an email in due course.

With respect to the updating of the A – D Vauxhall Register, I can advise the response to this has been quite poor. I thank the six, yes six only, members who have so far sent me the updates for their vehicle. The Committee seeks your assistance in updating the Register and it is for your information this is done. Your information will make the Register much more accurate with the information it contains, so with this in mind, as well as the fact that you are supplied with a hard copy of the Register at no cost, you might give the return of the information sheet some urgent attention in 2019. Some members may have trouble locating part numbers, so I have attached photographs of where they are located on your car.



Steering box



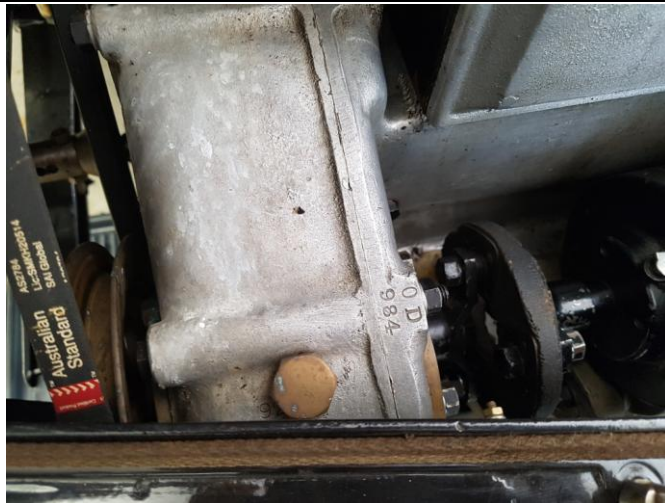
Gear Box



Differential



Front axle



Engine number



Chassis plate

Ken Paton from Albury has just purchased a 1927 14-40 Vauxhall LM4680/LM4668. The car belonged to a farmer just outside of Young on the road towards Binalong and had been on the property unused for about 20 years or so. The car was restored in Queensland and has a nice English body. Ken is looking forward to getting the car detailed and back on the road and will certainly be a participant in the next Veteran and Vintage Vauxhall Rally in Beechworth.



LM4680/LM4668



LM4680/LM4668

That's it for 2018, wishing you all a Merry Christmas and hope to see you somewhere along the road in 2019.

Dave Stuart

mob: 04 2828 2360