

A - D VAUXHALL REGISTER
AUSTRALIAN NEWSLETTER

Hello Everyone.

VALE PATRICK (PAT) RYAN



Pat Ryan

As previously advised, Pat Ryan lost his struggle with cancer, an illness he had been struggling with and fighting since Christmas last. He passed away on the morning of the 6th August.

Pat's presence, enthusiasm and generosity will be sadly missed by all in the Vauxhall fraternity who knew him.

His funeral service was held on Monday 12th August in St Mary's Church, Williamstown.

Being in his presence was an experience and his enthusiasm in the manner he approached everything in life was an example for one to follow. He once told me that he had quite a few near death experiences with illnesses and close calls in his racing days, however he fully expected to get over the one that finally knocked him out. He had partaken in the Vauxhall Rally touring Tasmania not that long before he passed and had also booked into the

V.S.C.C.A.'s 75th Anniversary Rally at Wagga in September. He was getting on with life though at the same time I believe was struggling tremendously with the effects of his cancer treatment. As they say, some people drain energy from you and others fortunately generate energy in you.....Pat was certainly one of the latter.

Unfortunately there will be a tremendous void in our next Biennial Vauxhall Rally in Beechworth with no Pat in his 23-60 Arundel Saloon. I have attached a short video clip of Pat in the 23-60 at Merimbula as he steamed past the photographer. I use the word steamed as I often think that word best suites the speed Pat normally drove at, though I must say with complete confidence in the car and at no time a danger to anyone else on the road.

As mentioned in a previous email he allowed me to drive his T.T. Replica D Type in company of Murray McDonogh in Pat's OE91 and Richard Walton in his supercharged TC from his workshop to a small country pub where he had booked us all in for lunch. Pat was in the D Type with me for the journey both ways and I recall him urging me on to wind it up and get it going as it would cruise comfortably at 70 M.P.H. the speed he normally drove at. Much to his disappointment I was more than comfortable with about 50 M.P.H.

Having three 30-98's, two 23-60's and one D Type in his stable of cars this did not prevent them from all being used. Pat generously allowed many enthusiasts the use of his cars for both touring and hill climbing events. His son Conor was also a keen peddler of his Vauxhalls and the competition between father and son was also evident. In a recent communication from Conor he said he was at a recent race competition and Pat was in touch with him by phone as he watched the event from his hospital bed. Pat was letting Conor know what he was doing wrong and how to better his times. I only hope that Conor takes over from where Pat left off and continues on with the same enthusiasm as his Dad to continue on with the Vauxhall tradition in the Ryan family. I know that Pat's planned projects will be continued with and knowing how organised he was, I am sure he would have had these plans all in place.

Pat will be sorely missed, however we who knew him are all better off and the memory of him will last with us forever.

He will be in our thoughts as we motor along in our Vauxhalls next year on the Vauxhall Rally through the Victorian countryside around Beechworth.



Pat as we will remember him

I can report Argo Engineering have now advanced the production of 16 sets of 23-60 and 30-98 con rods to the stage where only the little ends now require bushing and drilling for an oil hole to complete the job. Hopefully I can pick them up on Friday 16th August. Photographs attached.



The following Vauxhallians are booked in for the V.S.C.C.A. 75th Anniversary Rally in Wagga.

Jim and David Weir 30-98 OE 179

Peter Weir A Type A09.1

Richard and Emi Walton OE53

Vic and Warwick Nicholson OE265

Neil and Maria Heilbrunn 23-60 OD742 (with Rob and Deb Merryfull)

Euan and Wilga Coutts 23-60 OD793

Greg Mackie OD592

Wayne and Olwyn Merton OD1284

David and Mary Stuart OD494

Max and Julie Stephenson E329

John and Wendy Kent OE61

Peter Holebeach OE227

Glyn Farrell OE235

Mark Burns OE66

Ken and Helen Paton 14-40 LM4680

Vauxhalls played a predominant part in the early days of the V.S.C.C.A. and it is encouraging see such a good roll up of cars entered for this event. An article and photographs will follow.



Vauxhall mafia check out a Twin Cam Sunbeam

The above photograph shows Col Bryson 23-60 owner, John Giddy OE116 and Jim Cuthbert OE56 examining the engine room of a 3 litre twin cam sunbeam which was the car probably owned by V.S.C.C.A. member Ray Powell. I would think taken sometime in the 60's. Do you remember the year Jim? (a dashing and very impressive young Jim with the coat and tie and not getting much competition for the girls from Giddles in the overalls and Col Bryson with a beanie and driving goggles)



Clarendon Tasmania

I came across this photograph the other day and if you cast a keen over it you will see from left to right OD789, OE53, OD494 and OE265. The house is Clarendon in Tasmania where we visited whilst on a tour of the Apple Isle a few years ago.

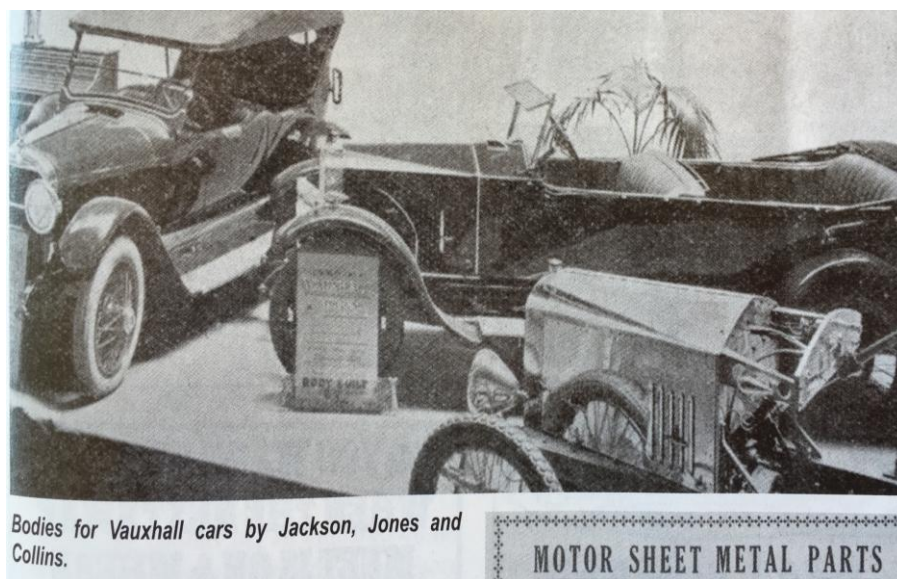
So, now that you have picked out the four Vauxhalls can you then tell me what is wrong with the structure of the building.

For those without an architectural eye, I can advise that the centre column supporting the portico at the front of the house was made of papier-mache. It was a “fake” and done in the name of “art” as there was an art festival taking place in Tasmania at the time.

I couldn't really get it, I know it made a statement however it completely spoilt the backdrop for our photograph which to me was more important having Clarendon look as it should not how some artist used it to make an artistic statement. Sadly I have yet to see this magnificent house in its natural state without a column placed directly in line with the front door.....now I will move on.

Phil Virgona sent me the photograph below of two D Types, one obviously fitted with Jackson Jones and Collins body in Sydney. OD1303, now owned by Alex Hayward in the UK was fitted with one of this company's bodies when new and has a similar raked windscreen to the one depicted on the bodied chassis.

The firm Jackson Jones and Collins was located at 364 Parramatta Road Petersham, Sydney.



Alex Hayward's 23-60 OD1303 formerly of Sydney and now back in North Shropshire, England was originally fitted new with a Jackson Jones and Collins Body. Alex also owned D3392 in the UK before he came to Australia and since he sold it, the car now lives in the U.S.A. This D Type was also fitted

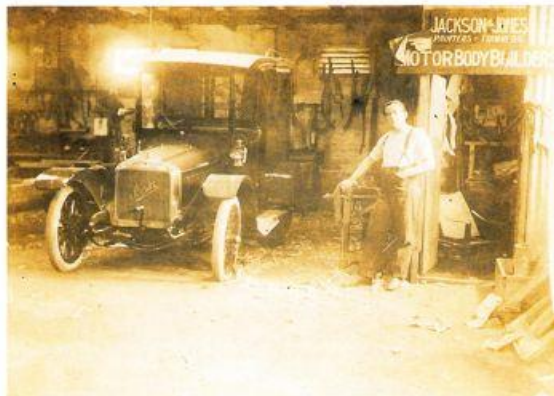
new with a Jackson Jones and Collins body. They are the only two existing Vauxhalls I am aware of that have this company's body fitted from new.



OD1303 (now in the UK)



D3392 (now in America)



Jackson and Jones arrived in Sydney in 1912 and operated at 364 Parramatta Road Petersham, the premises of the Surrey Cycle & Motor Co., during the period 1913 to 1917. Top left: The blackboard was used for full-size drawings, from which the body builders could take measurements. Left: The smith's furnace for making the ironwork for the bodies. Top: The 'Jackson & Jones Motor Body Builders' sign above the door with it is thought Harold Jackson. Below: A 'Jackson & Jones' body plate from this era.



Richards, the engineer and Buckingham the retailer? The connection is to be found in the Buckingham family tree. George Merton Richards (1883-1932) was married to one of William Buckingham's daughters. So the Surrey Cycle & Motor Co., later the Surrey Motor Co., was also a family business.

Prior to the 1914-18 World War, Buckingham ordered three Rolls-Royce chassis but because of the hostilities they were not delivered until 1920. Messrs. Jackson, Jones and Collins built the bodies, which carried Surrey Motor Co. name plates: 1920 Silver Ghost, 28TW, a Tourer for W Westbrook, Westbrook Shoes, Sydney; 1920 Silver Ghost, 34FW, a California Top for I Mitchell, a wholesale grocer, Sydney; and, 1920 Silver Ghost, 75AE, a Tourer for William Buckingham. The only surviving coachwork from these cars is on 75AE with Queensland Branch member, Peter Gargett.

The Surrey Motor Co. was a member of the Motor Traders' Association. It was shown in the lists of members in the 'Body Builders' Section' and the last listing was in October 1927. While Buckingham's plans for the Rolls-Royce agency did not eventuate, the plans of Harold

Jackson, Henry Jones and William Collins for a firm of 'Motor Carriage Builders' were fulfilled.

Jackson and Jones moved from the Surrey premises at 364 Parramatta Road to 560 Parramatta Road, Petersham and amalgamated with Collins. Jackson and Jones were listed in The NSW Telephone Directory in April 1918: 'Jackson & Jones, Motor Body Bldrs 560 Parramatta Road, Petersham, PSHAM1310'. This telephone listing continued to April 1920 when the entry changed to include Collins. During this period, the *Sand's Sydney and NSW Directory* listings for 560-564 Parramatta Road include:

1913-14	Neller H., motor works.
1915	Collins W. J., motor works.
1916-18	Collins George, motor works.
1919	Jackson, Jones & Collins.

The relationship between W J Collins and George Collins remains unresolved. In the Jackson, Jones & Collins company documentation, entries for 'George Collins' are crossed out and 'William James Collins' substituted. Searches of birth records indicate they may have been brothers.

Jackson, Jones & Collins

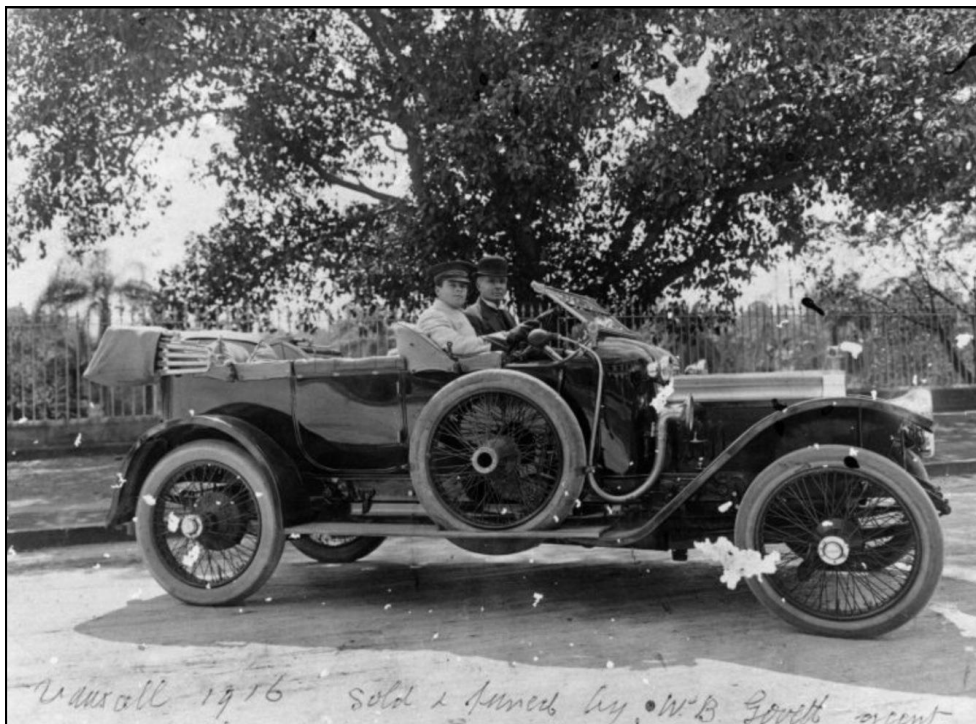
Limited was registered in the Office of Joint Stock Companies, Sydney on 28 February 1922. The registered office was at their new premises, 611-615 Parramatta Road, Leichhardt, which they leased from Edward J Reynolds, a builder from Gordon. The objects in the Memorandum of Association included: "To purchase and take over as a going concern from Messrs. Harold Armitage Jackson, Henry Jones and William James Collins the business now carried on by them under the name style or firm of Jackson Jones & Collins and To carry on the businesses of Motor Body Carriage Truck and Lorry Builders in all their branches". Subscribers were: the three principals, each described as a Motor Body Builder; Wilkie Teape, accountant of Haberfield; Boyd Edkins, John Bernard Murphy and Bertie Craven Jones, all company directors of 25 Wentworth Avenue, Sydney; and John Young Boyd, accountant of Croydon.

Boyd Edkins, a prominent motoring identity, was the agent for Vauxhall cars and this accounts for the Jackson, Jones & Collins Tourer on a Vauxhall exhibited at the Sydney Motor Show in 1921. Bert Ward

Two more photographs sent to me by Phil Virgona.



B Type 6 cylinder Vauxhall



A Type Vauxhall owned by Alexander Stuart of Brisbane

Photo courtesy of the State Library Brisbane



OD620/OD621

This 23-60 is still in the Palmer family ownership and was living at Nelsons Bay north of Newcastle when this photograph was taken. Richard Walton and I went up to see the car for the family shortly after Mr Palmer died to check it out and advise them of a price to expect if sold. It did not come on the market and is still with the Palmer family and I believe with a nephew somewhere in the Newcastle area.

The photograph below was also sent to me by Phil Virgona and we are trying to establish whether it is an A Type or D Type. Note the wheel centres appear A Type with locating lugs for the wheel centres however the advance and retard quadrant on the steering wheel has the round metal ring that seemed to appear on D Types.

I have increased the size of the photograph to make it more clearly visible, so can any reader advise what model Vauxhall this car is?



FOR SALES.

Reg Wade's 14-40 LM4786

Reg Wade of Bundanoon N.S.W. phone 02 4883 7680 mob: 0407 256 087 is selling his lovely 1927 Propert bodied LM 14-40. This is a sound original car with matching numbers and Reg has many 14-40 parts he will sell together with the car. Reg has owned the 14-40 for about 25 years and the history of the car shows that he is the fourth owner since new. So if you are interested and need to know more about the car then a phone call direct to Reg will need to be made. Reg is asking \$38,500.00 with listed spare parts which I think is a fair price.



LM4786/LM4797

List of some of the spare parts for Reg Wade's 1927 Vauxhall LM 14-40

- 1. 1 x Alloy head repaired and machined*
- 2. 1 x new alloy head not machined*

3. 1 x Fuel tank
4. 1 x Water pump + extra parts
5. 1 x Magneto cradle
6. 1 x Watford F04 - rewound, timed and ready to go
7. 1 x Sims coupling spare
8. 1 x Steering Assembly
9. 1 x No 2 oil pump parts
10. 1x set of new valve springs
11. 1x Starter switch
12. 1 x Set of Mechanical Drawings for LM 14-40

And many more spares - too many to mention for the car you would like to be seen driving.

The above photographs and parts list supplied by Reg Wade.

Malcolm Noad's 14-40

1925 Vauxhall 14/40 LM2591

4 cylinder 2297cc engine with a 4 speed right hand change transmission and 4 wheel mechanical brakes. A Lovely matching numbers example of this popular model. The car is fitted with its original body by James Flood and was originally sold by Barlow motors in Melbourne. The car drives very well with plenty of power and on road performance from the motor which has been rebuilt from bottom end up with new steel conrods, pistons and cylinder head. The front end has been rebuilt right down to x-rays of the axles to check for any cracks. The leather upholstery is in very good condition and the hood and side curtains have been replaced and present in excellent condition.

*The car has all the correct lights and instruments.
The ignition system has been converted to run with a
distributor/ coil ignition which makes starting very easy.
The 14/40 was among the last of the cars produced by
Vauxhall before GMs involvement in 1926.*

Asking \$42,000.

*Please contact Malcolm Noad on 0408441587 or email
mwnoad@gmail.com for further details.*



Without sounding too much like a broken record could I please request you to look through your archive Vauxhall photographs and send them to me if you would like them to be included in the newsletters. Please identify the car or people in the photograph as well, also if possible, the year the photograph was taken and where. I have just about exhausted the archive photographs I have and without the likes of Phil Virgona and John Kent who regularly email me photographs, the information and photographs I have to create the newsletters for you will dry up ending the newsletters.

That completes this newsletter. I look forward to catching up with those entered for the coming V.S.C.C.A.'s 75th Anniversary Rally at Wagga in September.

Cheers.

Dave Stuart.

