

A – D VAUXHALL REGISTER

AUSTRALIAN NEWSLETTER

FEBRUARY 2020

Hello Everyone.

Happy new year to all and I trust you and your Vauxhall have many pleasant and trouble free miles throughout the year.

With regards to the identification of the owners of the row of Vauxhalls appearing in the photograph I included in the December newsletter, can I say that I have to-date received no completely correct answers. One Vauxhallian correctly quoted the names of all the owners even nominating the chassis number of each car, however was unable to identify where the photograph was taken. Another keen historian of our marque, much to his disappointment, unfortunately only identified two of the five cars and their owners however did get the location of Amaroo Race Track 1988 correct as to where the photograph was taken. So at this stage the prize, an overseas trip (Manly) for two has been retracted.

For those interested, the cars and owners in the photograph were left to right:

Ron Adams OD739.....now owned by Phil Virgona N.S.W.

Laurie Ogle OD966.....now owned by Max Stephenson Qld.

Murray McDonogh OE265....now owned by Ian McNaughton Vict.

Richard Walton OD689.....now owned by Don Bosenquet S.A.

Dave Manhart OD1303.....now owned by Alex Hayward UK.

John Giddy OE116car now in UK?

Sadly there appears no interest in the 23-60 head I advertised in the December newsletter, so I can only glean that interested parties may have thought the head was a little dodgy and past its use by date or maybe everyone has a



spare head sitting on the shelf.

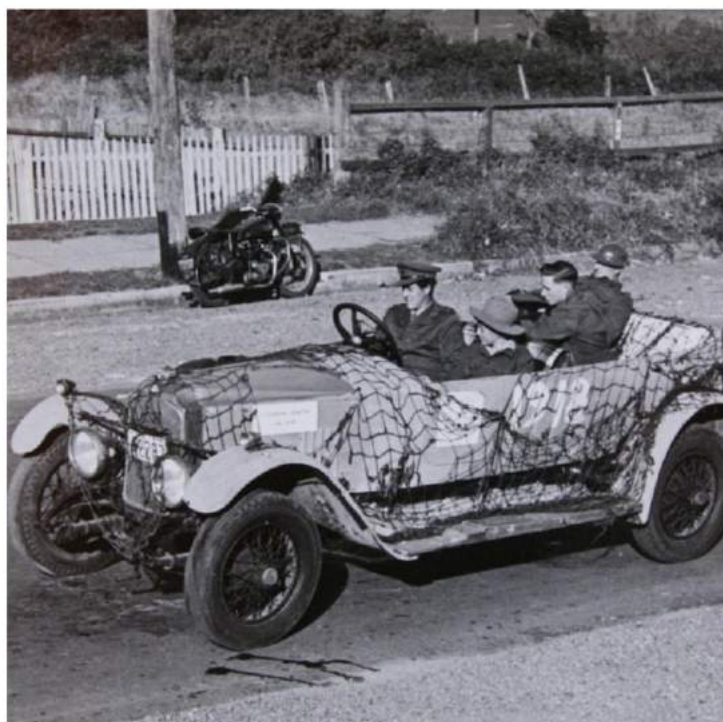
You might recall in the December newsletter I included a copy of a letter dated 10th June 1949 sent to Bob Pritchett who at the time was the Secretary of the Vintage Sports Club of Australia. The letter set out the writer Ron Wright had a 23-60 for sale and was offering it to members of the Club.

My man in Sydney Phil (ferret) Virgona reports that he visited the address on the letter, 83 Frazer Street, Marrickville however found there was no one home. A return visit is definitely planned.

I can also report that Phil was able to identify the Vauxhalls in the photograph Ian Irwin (Canberra) sent me showing a parade of cars proceeding up the main street of an unidentified town. Thanks to Trove, Phil was able to identify the town as Wollongong as Lances Quality Store was one of the business houses in Crown Street being the town's main street.



Crown Street Wollongong



Unidentified 23-60 owned by Peter Connor of Port Kembla

As a matter of interest for you, the newsletters I send out are saved to a PDF format to reduce their size in order for easier sending and receiving by you of the emails. As such, the content of a PDF document cannot be changed which is a pity as the photographs as they appear in the original draft document are in Word format and by clicking on the photographs you can enlarge them for better viewing.

Having said that, when I enlarged the photograph taken in Wollongong of the procession, it is quite clear, as Phil brought to my attention, the second car being a Vauxhall is the same car as the Vauxhall in the second photograph with the camouflage netting over it. Both cars have no windscreen, high set number plate on a cross bar and when you enlarge the procession photograph it is clear the driver has a peaked cap on. So, we feel the second photograph was taken perhaps when the car was perhaps on its way to or from the procession.

Trove also tells us that reported in the South Coast Times Sporting Section, a Jack Leahy and Peter Connor both owned Vauxhalls and there is also reference the Vauxhall made a realistic display in the procession last June. The article also refers to the Vauxhall in the procession as being owned by Peter Connor and it was the ex Ian Holmes car.

So our thanks must go to Phil and Trove for this information.



Prince Henry C11.517

Marj Ellis from Adelaide sent me the article below which she has put together setting out the known history of John's recently restored Prince Henry C11.517.

Article re 1911 Prince Henry Vauxhall

After years of collecting parts, John Ellis then commenced the restoration of the 1911 Prince Henry Vauxhall. As he was unable to finish the restoration, David Ford (Stanthorpe) has done this with meticulous attention to detail. Having recently completed work on the car, and in the process of running it in, David commented that 'it goes fast'!

The car is now nearly ready to head for home.

We have records of various parts that John collected from a range of people over a number of years. In an article which he wrote in January 2010, he noted the following information in reference to parts that he bought post an auction sale at Kyneton in 1982. On cleaning them up he found that;

The clutch drum was marked as A11-517

The pistons were marked 517

The camshaft was marked C10-2 (there is some conjecture about whether John already had this part - per comments by Nic Portway who states that this came from one of the original 1910 Prince Henry Trial cars ... the one driven by Hancock)

The gear box was marked A11-98 and the steering box was marked 11 49

These details confirm that the car left Luton on 8th November 1911 (and is noted as such in the Vauxhall Register).

John has further noted that ‘... despite the blown motor and bent front axle and frame, absolutely nothing was worn out. The gearbox internals looked like new, with not a mark on the teeth. Similarly, the steering box, trackrods, wheels, springs and shackles were all in excellent condition. On the other hand, it had clearly thrown a connecting rod and crashed, bending the front axle and chassis...’.

The car was fitted with a White and Poppe Carburettor. Nic Portway has recently confirmed that ‘... this was a normal modification to the standard engine carried out by Vauxhalls on these cars for competition’. Nic added that he believes that these carburettors were not fitted to standard Prince Henrys. There are a series of other details about the parts of this car that suggest that it could be one of the Prince Henry Vauxhalls with an important competition history. In his book ‘*Vauxhall Cars 1903-1918*’, Nic has outlined the difference between the competition cars and those that were standard.

There are a series of challenges in pulling together a cogent picture of the history of the car before it left England because the cars used for competition were ‘reworked’ by the factory such that it was ‘... virtually impossible to define a correct specification to build the car up.’ (Nic Portway). We have not been able to find any history of the ownership of this car since its arrival in Australia, but assume that it was imported by HV McKay (Sunshine Motor Cars – Victoria) as the only (?) agent for these cars at the time. Courtesy of Trove, there are records of HV McKay driving a Prince Henry Vauxhall but it has not been possible at this stage, to make a connection between him (or anyone else) and the Ellis car. The only history that we can claim to know is that many of the parts ended up at Ivan Smith’s property near Kyneton where there was an auction sale as referred to above.

My next project is to gather as much information as I can from John’s records and the generosity of others who understand Prince Henry Vauxhalls of this era, so that I can document in detail, what is known about this car.

In summary, I want to acknowledge John’s efforts to gather parts of Prince Henry Vauxhalls that were few to start with, his efforts to identify the provenance of the car, and the work he did in the initial stages of the restoration.

I thank David Ford for completing the restoration of this very special car as part of early Australian motoring history and which has clear links to the impressive competition history of Vauxhalls in England.

Finally, I acknowledge and thank others (local and English) for assistance, and in particular, Nic Portway for his expertise and willingness to share it.

Marj Ellis.

Ian Irwin from Canberra who has a large photographic library and also trawls through Trove has recently sent me a number of period Vauxhall photographs, so I will include some of them below and keep some for following newsletters.



A VIEW OF THE GARAGE IN FLINDERS STREET.

Murray Unger - Vauxhall dealer Flinders St Adelaide

Advertiser (NSW : 1871 - 1912) / Wed 15 Feb 1911 / Page 24 / MOTOR CAR HILL-CLIMBING.



Mr J.O. Fairfax's Vauxhall success at Artillery Hill event organised by the RAC Sat 11 February, 1911.

Driver below could pass as Sticky with passenger Tubby



Looks like above car

John Kent advises Steve Butler from the UK with E267 has purchased E467 (photo below) from the Dymond family who own Penrite Oil. E467 came from the Ron Grant collection and was purchased by Gunner Sundell when he bought the Grant collection of Vauxhalls and parts. E467 then passed on to Ral Rainsford who restored the car and later sold it to Peter Crauford who in turn sold it to the Dymond family. They also own OE76 the red 30-98 formerly owned by Owen Bourke in Sydney. The good news is that Steve Butler will leave E467 with John Kent and use it when he comes to Australia to tour down under with the Vauxhallians as well as touring our country. Steve will have both E267 and E467 at Beechworth however E267 has worn its welcome out with the Australian authorities and will be returning to the UK following the rally.



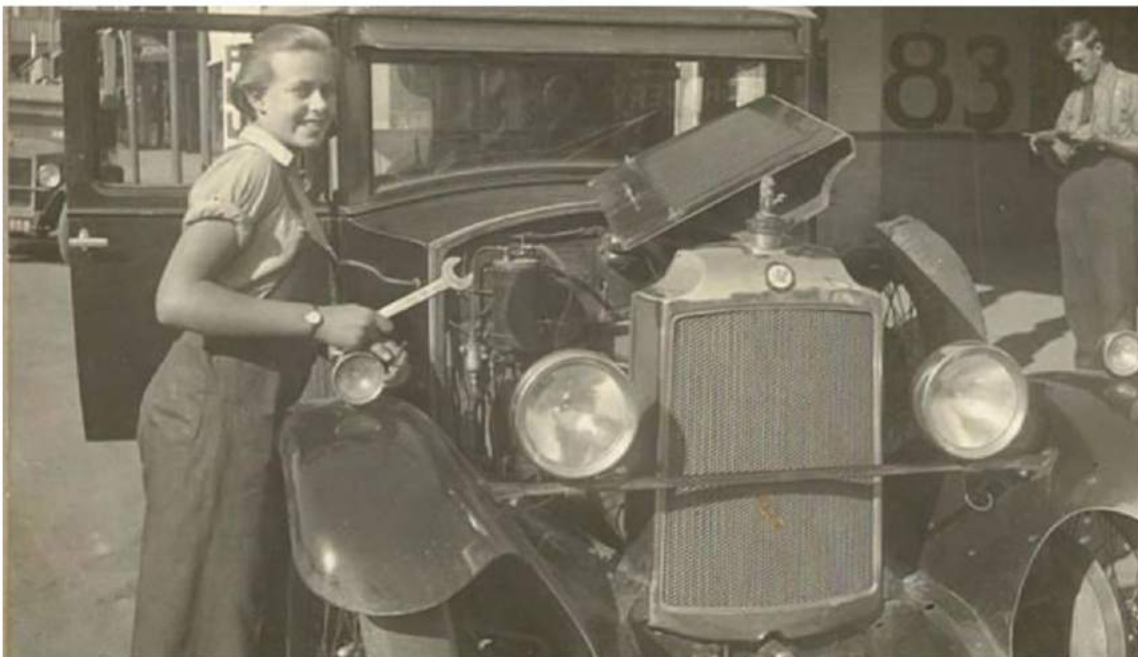
E467/E470

Whilst talking about the Dymond family and Penrite, for the service our A – D Vauxhall Register Australian newsletter provided by previously placing an advertisement letting our members know the car was for sale, Jon Dymond is donating some Penrite product for the coming rally in Beechworth. This will be used as trophies of some sort to be handed out at the final dinner on the Friday night. Our thanks to the Dymond family for their generous donation and I hear they are very happy E467 will remain in Australia as they feared it obviously would go back to the UK.

I bought a chassis plate recently which was OD553. Our register has no record of this car having been here in Australia however in our spares we have OD551 crankcase. Also I have it recorded that Stan Coath from Victoria had OD556 engine, so this chassis plate may have a connection with either our crankcase or the Coath engine. The interesting thing is it adds to the identity of yet another Vauxhall that was obviously here in Australia we didn't know about and now long gone.



OD553 chassis plate



Sheila Agnes Grey (then Williamson) working as a mechanic at the Williamson's family garage on Cooma Street, Yass, aged 16.

Sheila Williamson working on a 20=60

Photo above sent to me by Ian Irwin is of a 20-60 which looks as though it has some major issues and about to be fixed by the lovely Sheila Williamson as she then was. No doubt Sheila was the garage owner's daughter, although only 16 years of age, had a mechanical interest as well and you can be assured she would have also tightened up a few young nuts in the Yass area other than she ones she is about to tighten on the 20-60.

Murray McDonogh sent me the photographs below of his first Vauxhall OD689/OD692 he bought from John Giddy. John purchased the car from Eric Rainsford in South Australia and as can be see it is still bearing the S.A. plates. It passed on to Richard Walton and now owned by Don Bosenquet S.A.



Murray's mother looks uncertain about her son's acquisition





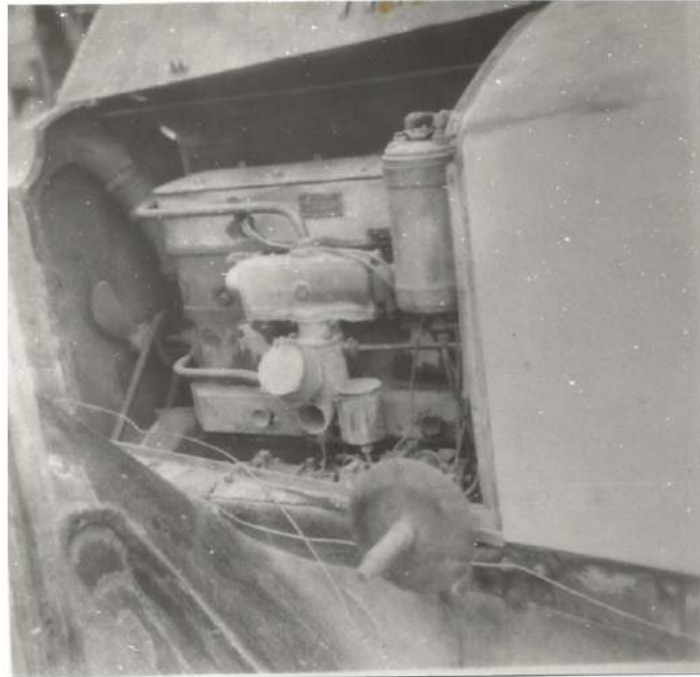
Nearly ready for the road with bonnet and radiator fitted

The photograph below was taken at Dorriggo in 1992 when the Vauxhallians were staying a few days in Bellingen. The two silver Vauxhalls were Don Wright's 30-98 - OE121 and our 23-60 - OD233. The Vauxhall Register had been to Bright in 1991 and in those days when we younger and had more energy we enjoyed the longer rallies. Looking at the faces I can see we also had honorary Vauxhallians with us including the Ringroses in Stutz, the Hawkes, Lewis' and Porters in Lambda. Also the Boardmans in Alvis and our in-house engineer Harry McBeth was also there in his Studebaker. Sadly, a few have now gone.



Vauxhall Register Rally Dorriggo 1992

The photograph below was taken in 1962 at Meeka/Wilnna in W.A. and depicts the engine of a 23-60 Ambulance. As can be seen it is late model 23-60 with a tandem drive engine fitted with an SU carburettor and vac tank. Also an extra spare wheel in the near side front guard.



The photograph below was taken in 1989 whilst the Waltons and Stuarts were on the Vintage Motor Club's annual Mountain Rally in Orange. It shows OD803 and OD689 on the top of Mount Canobolas and it was obviously in the middle of winter as everyone is rugged up and there is snow on the side of the road.



OD803 and OD689

The photograph below was taken on a National Veteran Car Rally held in Parkes about three years ago. It's not often you see three such lovely veteran A Type Vauxhalls together on the one rally. The owners are L to R Russell Massey (Qld) A35, Neil Heilbrunn A11.487 and Peter Weir A09.1.

I also have video I took of the three cars travelling along the road however as you will recall the drama I had with the short video in the December newsletter with Pat Ryan in his 23-60 Arundel and being able to attach it to an email, I think I will just go with the photograph on this occasion.



A35/A31

A11.487/A11.471

A09.1/A09.1

I seem to be using a lot of my archival photographs to make up the newsletters and would really appreciate it if any of you out there have period photographs or stories to tell could let me have them as this would make the newsletters far more interesting.

The photograph below is of the Ral Rainsford tankard awarded annually by the A – D Vauxhall Register for best restoration of the year. Ral generously donated the tankard and I am yet to find out its history.

It was awarded last year to Robert Lovell in Lismore for the restoration of his 23-60 OD1115 and this year it is being awarded to John Ellis in South Australia for his long term restoration of his Prince Henry C11.517. I recently posted the trophy to Ral to make the presentation to John early in year as the car has not yet arrived home.



Ral Rainsford Trophy

I will have the trophy with me at the Vauxhall Rally in Beechworth where it will be presented to Greg Roberts for his restoration of his D Type D3688. I haven't given the game away about this year's presentation to Greg as originally I was to award it to him at the V.S.C.C.A.'s 75th Anniversary Rally in Wagga however the car was not quite finished. Though I have been assured by Greg it will be at Beechworth. The D Type is going to be trimmed in January and this then allows Greg a couple of months to put it on the road and iron out any bugs. Photos below of the D Type before and after a full restoration.



D3688 as resurrected from a chicken shed near Ingleburn



D3688 now ready for trim





OD1010 and OD494 at Mindaribba

Phil and Pam Lamrock have recently moved from Dural in Sydney to a property at Mindaribba located on the Paterson Road between Maitland and Paterson. Phil owns OD1010 he purchased from Queensland a number of years ago and has since had the upholstery redone to original style, new tonneaus and tyres as well as a new set of gears in the gearbox. He also has an original set of C.A.V. late model headlights ready to be mounted on the car to replace the ones that came with the car.

Phil is now ready to enjoy motoring about the Hunter Valley in the 23-60 and recently Mary and I called in to see them on our way back from Clarence Town in our 23-60. I look forward to having another Vauxhall in the area to join Mary and I on our weekly club runs and occasional Sunday breakfasts or lunches.

As I am running short of stories and photographs for the newsletters, the next newsletter will start the series or articles on the history and original photographs of Vauxhalls in the A – D Vauxhall Register. I will start with my 23-60 OD494 simply as I have previously written an article on the car and its history so I can use the article to start the ball rolling. I will also be making random phone calls to other members of the A – D Vauxhall Register in order for similar articles to appear in the newsletters. I am sure it will make interesting reading to hear about other members cars and if period photos can be included it makes for even more interesting articles. So, when you receive your phone call from me, please don't run for cover and come up with any lame excuses – so please be warned.

Ian Irwin from Canberra also sent me the advertisement below which appeared in a magazine called The Triad (Australia) printed on the 10th July 1917. You will notice in the top left of the advertisement the two plumes and the word benzine. Obviously the Vauxhall depicted was running on Plume benzine which gave it the extra power to avoid colliding with the oncoming steam train.

Vacuum marketed Plume benzine from 1916 in Australia and in the mid twenties included 'ethyl' in their benzine giving Australian motorists their first super grade petrol.

It is interesting to see both the driver and his passenger are both leaning forward as an added precaution to avoid being hit by the train. The Vauxhall looks like an A Type or it could even be the larger 6 cylinder B Type.



FOR SALE

Ron Capil (20-60) from Queensland sent me the information below re an early 11 inch diameter C.A.V. headlight finished in chrome.

Hello Ron,

As discussed, I attach pics of this item which was brought to me last weekend by a local, **named Tom, who can be reached on 0422 106 610, at Coolum.**

He left the item with me, for I undertook to find someone who might appreciate it. You or a buyer should call him to talk, as I have no financial interest in it. The removable reflector needs recoating, but you will know who can do that. One side locking pin is missing, as may be seen in the pics. Chrome is good and came up well with just one quick rub-over. Glass seems original and has just one scratch, not bad. Its built to fit into a stirrup-bracket, it seems to me.

Frank Carroll

Solicitor, Unit 2, 52 Lysaght Street, Coolum Beach QLD

4573 0418 775 963

fc Carroll52@outlook.com



Coming home from Euan and Wilga Coutt's property in Orange on New Year's Day I called into to see Jeff Wolfgang who lives on 'Mayfield' near Denman and owns OD100/OD102.

The property 'Mayfield' was subdivided around 1900 from the historic property 'Merton' which was first settled near Denman in the early 1800's. Jeff's grandfather purchased the property and commenced a dairy on the 1,500 acres that made up 'Mayfield'. The property has passed on down through the family with Jeff now living there on his own and running around 200 head of cattle. 'Mayfield' backs onto the Hunter River and provides plenty of water to irrigate the river flats for the cattle to graze on .

Jeff bought his 23-60 from Les Owen in Tamworth in the mid eighties and it has languished on his property with parts strewn both under the cover of sheds and old water tanks as well as some out in the open exposed to the elements. We both agreed the parts should all be bought together and stored under shelter in the same place on his property and Jeff agreed I should return with some help at a later date.

Well, together with Neil Heilbrunn, Phil Virgona and Rob Merryfull - the muscle men, together with Jim Weir and I – the grunters, all being Vauxhall owners we went to 'Mayfield' to help Jeff move the parts. The engine and gearbox as well as other parts were located beneath an old water tank providing them with some shelter to the weather.



Branches were sawn from the tree allowing us to remove the old water tank



Engine, gearbox, D Type firewall and other parts

Front axles and diffs were also uncovered near the engine and dragged out ready to be taken to Jeff's main shed where storage had been set aside.



Three unbraked 23-60 front axles and one braked axle



Two 23-60 diffs as well as a second chassis

With everything uncovered and ready to move the heavens opened up and it started to rain. And rain it did, heavy heavy rain obviously welcomed by Jeff who said he had not received any worthwhile rain for twelve months. We all sheltered in Jeff's main machine shed for two hours and during this time well over an 1 ½" of rain fell turning the thick dust that formed over the dry spell into sloppy mud. Phil Virgona who had a change of clothes with him was chosen by the 'Team' to go out and replace the water tank over the engine.

This ended any thought of moving any of the parts to the shed as the ground was too wet to get the tractor and trailer down to where they lay. We had lunch in the shed until the rain cleared and then explored some of the sheds and located the radiator and steering wheel for the 23-60.

The chassis for the 23-60 was hanging up on the wall of the main garage where Jeff parked his ute and it was in grey undercoat and in the same condition as when he purchased it. It would appear that Les Owen may have started work on putting the car back together however this was as far as he got.

Jeff recalled driving to Les Owen's at Tamworth in his FB Holden ute to look at the 23-60 and when the deal was done he returned with a four ton truck to bring it all back to 'Mayfield'. He pointed to the truck which was also in the shed. So as you will gather nothing gets thrown out at 'Mayfield' and although Jeff has built a large shed to store a lot of the collection there is still an enormous amount still laying out in the paddocks.



23-60 radiator, head with steering wheel and column

We left 'Mayfield' and Jeff as soon as the water had gone down that had covered a culvert in the drive in and thought ourselves lucky to get away when we did and not have to spend the night sleeping in his shed.

We arranged with Jeff to return the following week and move the parts where we had left them into the main shed. I will provide a further report and photographs in the next newsletter.

FOR SALE. 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 Proper 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 O.N.O. with listed spare parts which I think is a fair price.



LM4786

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 photograph and parts list supplied by Reg Wade.

ALSO FOR SALE.

A former member of the V.S.C.C.A. Paul Higgins has decided to sell his car collection owing to health problems and has already sold his Amilcar and parts as well as his Chummy Austin 7 and parts. This leaves two 14-40 Vauxhalls. Both have similar pointed backs on the bodies with timber decking. The one without guards has been built up as a hill climb car and the other a tourer. Photos below.





Ring Paul on 0409989436 for further information on the cars and a large collection of 14-40 Vauxhall parts that can be either sold separately or split with the two cars. The cars and parts are located on the Central Coast of NSW.





Please note the V.S.C.C. Victoria are holding four major events next year celebrating 75 years of their Club with the final event being a weekend touring event on a date to be set in November. I understand the rally will be based at Newstead with day events on the Saturday and Sunday. The V.S.C.C.A. as well as members of the A – D Vauxhall Register will be invited to attend the event so when the date is published I will advise you by email. This will be an event not to miss as when the two Clubs get together as well as Queensland and South Australian cars, you can be assured to see a magnificent turn out of proper vintage cars.

That's it for this the first newsletter for 2020, I look forward to meeting up with those attending the Veteran and Vintage Vauxhall Rally at Beechworth in April.

Cheers.

Dave Stuart.

Email: tubby2360@gmail.com

Mobile: 04 2828 2360