

## *A - D VAUXHALL REGISTER*

### *May 2018 Newsletter*

**Hello Everyone.**

**A lot has happened since I sent out the last newsletter both in the Vauxhall world as well as with Mary and I moving house. I will include in this newsletter for your information the latest sales and acquisitions, latest progress with restorations, as well as the events we have attended and matters of interest. Also there are some advertisements.**

**News from Queensland has it that James Meara's 23-60 OD832/OD835 has finally been sold however unfortunately it is now on its way back to England. This was an Australian car delivered new to country Queensland with a well documented history and a shame that it is our loss.**



**OD832/OD835 with original owner**

### *A 23-60 Vauxhall returns home*

Recently Euan and Wilga Coutts in their 23-60 OD793 together with Mary and I in our 23-60 OD494 were returning to Orange from the pre 30's rally in Parkes (130 cars attended) when we decided to take the road to Orange via Canowindra. The purpose of this was that OD793 was originally owned by a farmer by the name of Bill McSweeney who owned the property, 'The Rivers' about ten miles south west of Canowindra. I first saw the car in 1963 when he had it for sale however from memory Bill wanted far too much for it (130 pounds) which was forty pounds more than I had paid for my 23-60 OD841. I recall that it was fitted with a wooden steering wheel and the side lights were not CAV. I also recall Bill McSweeney as a big gruff old guy with not a lot to say, however did let us 18 year olds go up to the shed to look at the car. The 23-60 was parked in an open hay shed and this is how it then looked:



OD793 at 'The Rivers' in 1963

This was a nostalgique journey out to 'The Rivers' and as we drove out to the property from Canowindra township along the now sealed road, I imagined old

**Bill McSweeney thundering along the same road in his Vauxhall although in his day it would have been a gravel road. A local I spoke to in Canowindra told me that he remembered McSweeney and recalled he would come into Canowindra in the Vauxhall on Saturday mornings to do his shopping. He would thunder in and out of town and had a reputation of being a good payer in the good seasons.**



**OD494 and OD793 at the front gate to 'The Rivers' property**

**McSweeney eventually sold the 23-60 to Alan McMahon who had the service station in Molong. After restoring the car McMahon didn't use it all that often and eventually sold it to V.S.C.C.A. member Greg Mackie. It then passed onto Bob Blacket and now Euan and Wilga Coutts from Orange N.S.W. Though, to be absolutely correct I think the car is actually owned by Wilga.**

**It was the first time the 23-60 and I had been back to 'The Rivers' in some 55 years....where have all the years gone?**

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**As previously reported Terry Mansbridge from Warnambool in Victoria is now the owner of the ex David Lloyd's 23-60 OD585 and attended the recent Veteran and Vintage Vauxhall Rally in the car with his grandson. Terry has repainted the wheels black and this improves the look of the car from when**



they were painted red. Terry reported the car it running very well and he is very pleased with its performance.



**OD585**

Two other 23-60's now back on the road and attending the rally at Merimbula.  
Phil Virgona and Tracy Selk in their 23-60 OD739.



**Also Daniel and Louise Clarke in and two children their 23-60 saloon OD664. Daniel has been working tirelessly to improve the mechanicals on the car and reports the 23-60 is now far happier on the road.**



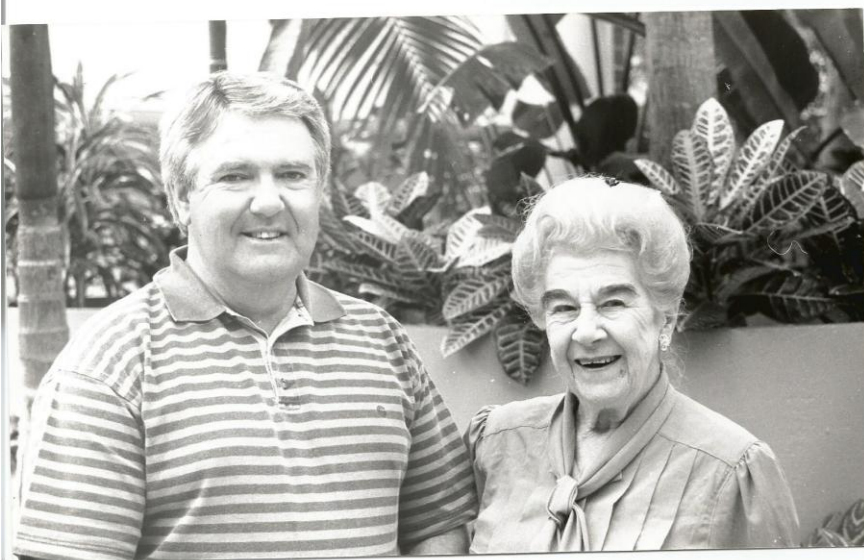
**From all reports everyone attending the Veteran and Vintage Vauxhall Rally in Merimbula enjoyed the event and are now looking forward to the next one in 2020. You will hear later in the year from John Kent and Justin Coxhead about the 2020 rally which I think you will find could be an extended event, maybe around Beechworth and held from a Monday to Friday with a lay day on the Wednesday. This gives everyone the opportunity of the Saturday and Sunday at either end of the rally to travel to and from the event.**

**I have attached a sample of photographs taken on the rally that will appear on the flash drive when you receive them.**

**Richard Walton is writing an article on the rally at Merimbula and this is also attached to this newsletter.**

**The photograph below depicts some handsome young devil with Gillian Bunning nee Edkins. Gillian was Boyd Ekin's youngest daughter and joined us on quite a few Vauxhall events. She was sharp as a tack and had many vivid**

memories of her father and was able to relate many interesting memories of her time as a young girl and passenger in many of her father's cars. She retained the plaque from the body of the Presentation 30-98 following her father's death and gave it to Andrew Cannon following the restoration of the car. It is now rightfully back in its place on the car. Unbeknown to us, she died a few years ago and I recall her telling us that is the way she wanted to go, without any fuss and without anyone knowing. You will notice from the photo of Gillian she inherited her father's distinctive eyebrows. Gillian was married to Sydney architect Walter Bunning who designed the National Library in Canberra as well as the fountain nearby in Lake Burley Griffin.



**The photograph below depicts Joe Wilson's 14-40 in Queensland which is having its performance improved somewhat with the fitment of a Gipsy Major engine from a Tiger Moth. A full report to follow when the car is on the road. It will provide Graeme Burnham some additional prey for his 14-40 raceabout if Joe has it ready for our next biennial rally.**





**This photograph below depicts Greg Robert's (Bowral) D Type D3688 when Murray McDonogh, Richard Walton and I retrieved it from a chicken shed near Ingleburn N.S.W. The car was buried to its rims in muddy chook poo and as you can imagine, this, over the years ruined the rims. We removed the rear section from the shed bay it was in and towed it out backwards onto the street. The car had been converted to a ute and used in shallow water on the beach near Maryborough in Queensland for many years to collect baskets of fish from fishing boats and showed signs of being exposed to the salt water during that time.**





**D3688 as found in the chicken shed**



**D3688 extracted from chicken shed**



**D3688 nearing its restoration completion**

**Greg's D Type was originally fitted with a Kington body however Greg has opted for a replica of a two seater body copied from a factory photograph. We will hopefully see it back on the road later in the year and it will be a welcomed addition to the Sydney based Vauxhalls having laid for so many years going backwards and decaying in the chicken shed.**

**Below is a photograph of a car not really fitting into the A – D Register newsletter however I feel that it is also worthy of a place as well, firstly because of its clarity and secondly, if the trained looks closely you will see the Vauxhall's driver has been washing the dust from his throat with a cold beer, a tradition we seem to be following even to today.**



**Also another photograph taken recently, though also not fitting into the A – D Register either, I can report this 30-98, OE73 was retrieved from a N.S.W. country property recently by a member of the V.S.C.C.A. and will be refurbished to return onto the road again for the 75<sup>th</sup> Anniversary of the V.S.C.C.A. in September next year. The new owner's name will be disclosed when the owner has worked up the courage and a way to inform his wife of the purchase.**





## **WANTED**

**Evan Quamby OD1072 mob 04 4842 4476 is looking for the following:**

**Preferably a late model 23-60 bonnet with seven louvers however an early bonnet with exposed rivets will suffice.**

**23-60 Radiator cap.**

**CAV Dimmer switch.**

**Two cam follower side plates for the block**

**Four Vauxhall Motors Ltd kick plates fitted to the bottom of the door opening.**

**Barry Morris OD231 mob 04 3181 2173 is looking for the following:**

**CAV starter motor for his brother's 23-60.**

**Also the grease caps that fit into the short splined hubs of a late model four wheel braked 23-60**

**Short splined 23" 23-60 wheels**



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**Dave Stuart OD494 mob 04 2828 2360 is looking for the following:**

**Two cam follower side plate covers and knobs as well as two cam shaft plate covers for an early model crank case**

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### **FOR SALES**

**The 23-60 below OD592/593 can be purchased and if you are interested, please ring me on mobile 04 2828 2360. The car was restored by Max Houston and has a new body and mudguards. It has new leather trim and it fitted with an original hood and side curtains. It is a two wheel braked car however is fitted with Alvis Speed 20 brakes to the original unbraked axle and the footbrake linked to the four wheels. Houston has made this modification to a 23-60 I owned OD233 and I can say the brakes worked very well. Richard Walton and I have the original fire wall and chassis plate for this car and it will be made available.**



**I have a large collection of photographs relating to Vauxhalls and people associated with our cars and from time to time come across a photograph I think may interest you. This is the case with the photograph of Gillian Bunning and I had another one of her sitting in the back of my 23-60 when we took her to the closing rally of the V.S.C.C.A.**

**Can I encourage you to email me any period photographs you also have together with a short story to go with the photograph if you would like me to include it in a future newsletter. They would be most welcome.**

**I just came across this photograph (below) and it shows the parts John Giddy received with OD494/OD493 when he purchased it at the Croaker deceased estate auction held by Southerby's Auction at the Tullamarine Airport in 1991. I was with him at the auction and recall he took the headlights and radiator cap off the car prior to leaving the auction for safe keeping and placed all these parts below into the ute before we left to return to Sydney.**

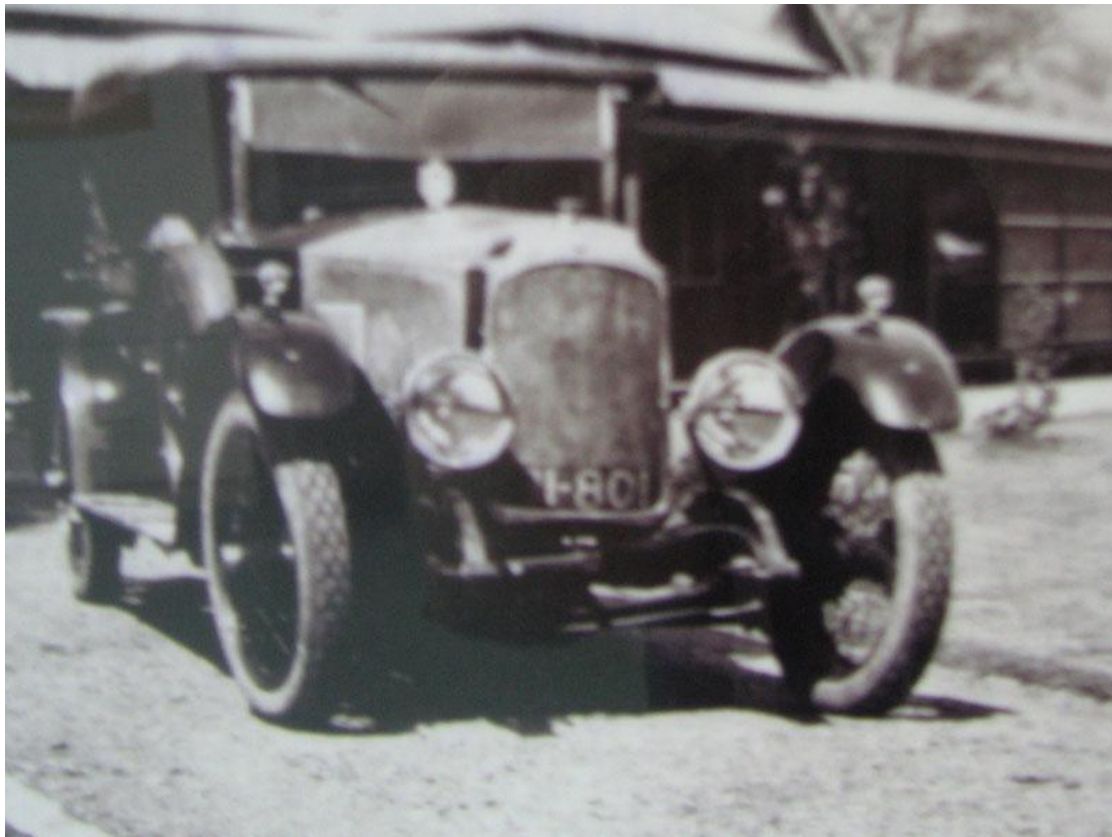


**Vauxhall spares with Murray McDonogh's E Type in the background**

**After I bought the car following John's death in 1995 and whilst on a VSCC rally in Scone, I took it to the Croaker property Coonerang at Wingen N.S.W.**

and there met David Croaker's widow Airlie. She lent me a photograph (copy below) taken of the car in circa 1932, it was taken on the adjoining property Petwyn Vale which was owned by David Croaker's father Fred who had purchased it from Anthony Horden as well as the adjoining property 'Glengarry'. Fred had purchased the car new from Boyd Edkins in 1923.

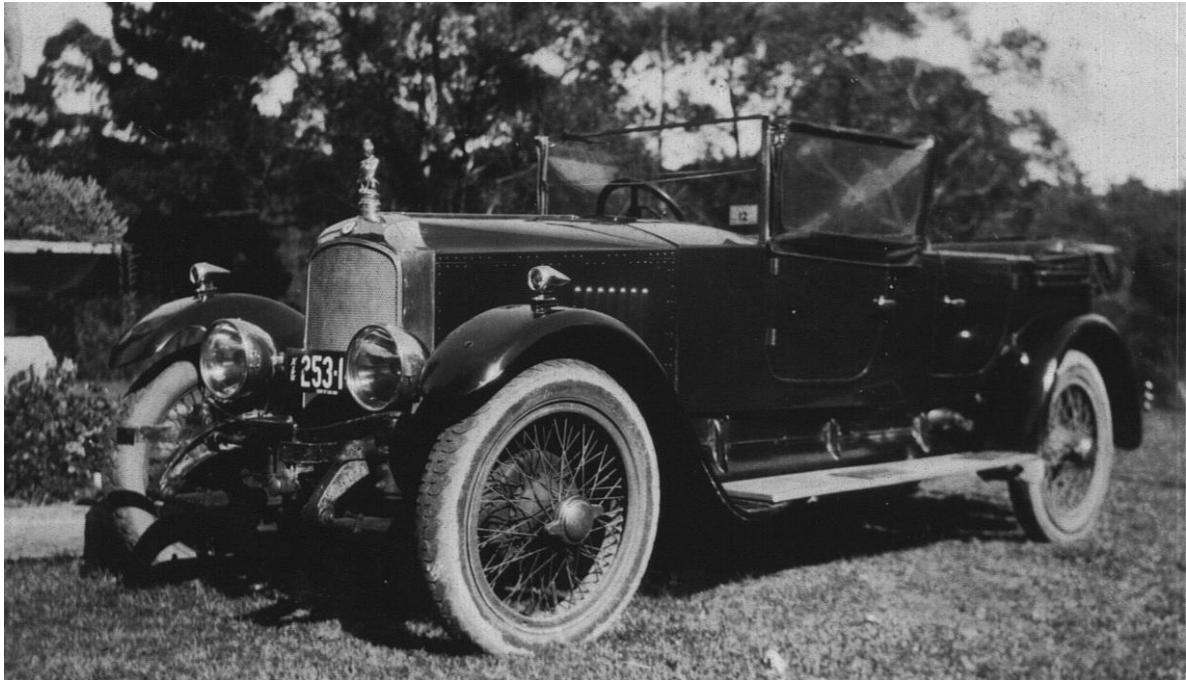
As an aside, the property 'Glengarry' is now owned by Boris Satara (Sydney) who owns OD841/OD626. Boris bought the car off Ray Moore a few years ago, Ray bought the car from me in 1966 and I had purchased it through Ron Grant who was selling it for Aleck Steet.



**OD494/OD493 at Petwyn Vale in circa 1932**

The 23-60 below was owned by Rose Lindsay wife of well known artist Norman Lindsay. The radiator mascot is believed to be cast by him from melted down lead paint tubes. It is the figure of a Sphinx which is the figure synonymous with their Rose Lindsay Cottage at Faulconbridge in the Blue Mountains of N.S.W. There are no records of what car number this was or what happened to it.





The photo below was taken by Peter Weir recently, I had lent him a spare 23-60 radiator for his D Type and told him as it had not been on a car for many years would need cleaning and testing prior to use. Peter inserted an inspection camera the through the radiator cap hole and as you can see the top of the tubes seem quite clean. That is with the exception of the dead mouse/rat sitting there in a mummified state. His six little teeth seem to be in good order which is more than can be said for the rest of him.

The moral of this story is 'keep your radiator cap on at all times'.





**Phil Lamrock from Dural now has his 23-60 OD1010/OD1010 (photo below) back on the road after having had the car to the trimmer for work to the upholstery as well as a new front and rear tonneau fitted. The car now has new gears in the gear box and he road tested it recently down to the well known bakery at Glenorie. Phil reported the car is now going very well and the chocolate éclairs even better.**



**OD1010/OD1010**

**That completes everything I had for this month's newsletter.**

**Can I again ask you to send me any period photographs you have so they can be included in our newsletters for the interest of the members. They will also be placed on the A – D Vauxhall Register website, thus preserving them for posterity. Any information you have relating to the photographs should also be included in the email.**

**That's it for this newsletter.**

**Dave Stuart.**