

A - D VAUXHALL REGISTER

NOVEMBER 2017 NEWSLETTER

Hello Everyone.

I have been a little remiss this year with newsletters for the Register, this was mainly due to Mary retiring in July so we went to the UK in August for five weeks. We now have our home in Sydney on the market and are moving up to Raworth in the Hunter Valley. We plan to see out our twilight years in The Hunter with some lovely roads to drive the 23-60 on as well as getting out of the rat race Sydney now seems to be becoming. So as you will appreciate I have been busy and had a lot on. Quite a lot of news to report and hopefully I will be able to remember all that is important to us with news of our cars in the Register as well as those who own them.

Two cars have changed hands recently and I can advise that OD585/OD583 the ex David Lloyd car from Sydney has sold again and is now owned by Terry Mansbridge in Warnambool, Victoria. This car is a nice original two wheel braked car and was restored whilst in the ownership of David. Following David's death it passed on to Andrew Lidden of Bowral NSW, then to an investor when Andrew died. It has now, thankfully remained in Australia with Terry who is a car enthusiast and is bringing the car to the Vauxhall Rally in Merimbula in April next year.



OD585/OD583



OD1072 in Richard Walton's garage

OD1072/OD1074 owned for nearly forty years by Richard Walton has recently been purchased by Evan Quamby of Albury. Evan is a keen veteran and vintage car enthusiast and has been around the vintage scene for many years. His father Ken Quamby was also a vintage car enthusiast and well known in Sydney through the veteran and vintage car movement.

OD1072 was purchased by me in about 1961. I was about 17 and I was told about it by Vauxhall guru Ron Grant who at the time also lived in Ingleburn. It was in a paddock in Fairy Meadow on the south coast near Wollongong and was fitted with a Kington body. The car was complete and Ron Grant lent me his car trailer for me to bring the 23-60 back to Ingleburn, in return I gave Ron the 30-98 head which he knew was laying on the running board. I recall having the engine running whilst I owned it and it was fitted with a later SU carburettor. I later sold it with two other 23-60's I had at the time (OD1107 and OD841) and with the proceeds bought a new VW, recalling at the time thinking

that had done very well. OD1072 went to John Giddy, then on to John Corby before going to Richard Walton.



OD1072 on the road again - between Sydney and Albury

Whilst in the UK I was fortunate enough to be allowed to attend the V.S.C.C. Prescott Hill Climb. The vintage car scene in The Orchard Car Park was a sight to be seen with so many vintage cars of all makes on display. Lots of Vauxhalls and Bentleys with two Twin Cam Sunbeams attracting my attention. One being a narrow Weyman bodied saloon the other a sports tourer. I could have spent the whole day walking through the car park admiring the cars however seeing the participating cars revealed more. There was the Vauxhall brigade all gathered together mostly made up of 30-98's however a couple of specials as well as one sole 23-60 OD62.

Interestingly the first car I saw on entering The Orchard Car Park was an ex Australian 23-60 OD949/E318 formerly owned by Bob Keeley of Sydney and recently sold to the UK by an owner near Brisbane. The car has been repainted and trimmed and look far better than it did whilst out here. The car has an E Type crank case and OE gear box fitted so it will be interesting to see how long those parts remain with the car. The engine and gear box were fitted by Percy Hunter of Sydney whilst the car was in his ownership.



OD949/E318 at Prescott



Dave Kirke's Grosvenor bodied E Type 30-98



Weyman bodied Twin Cam Sunbeam



LM 14-40



Team Vauxhall in the pits at Prescott

If you are in the UK in August, this event the V.S.C.C. Prescott hill climb is the event recommended to see if you are a vintage car enthusiast. I can thoroughly recommend it.

The V.S.C.C.A. recently ran the George Green Memorial Rally and this year it was centred in Forster on the mid north coast of N.S.W. Five Vauxhalls attended and below is a photograph of the cars taken at the Wingham Golf Club following lunch. All Vauxhalls performed well with no problems experienced which is not the same for Team Bentley and Team Alvis. Both teams had one of their cars return home on a tilt tray.

The event this year was a five day event with an overnight in Heatherbrae on the Thursday night prior to the rally commencing after lunch on the Friday. The Friday morning took in a visit to the historic village of Morpeth a former port for loading sailing boats with produce for both Newcastle and Sydney. At Morpeth the navigators took in a little retail therapy whilst the drivers visited Argo Engineering. This firm is currently undertaking the manufacturing of new con rods for the Navy's Collins Class submarine. Each sub has three 18 cylinder diesel engines to power the generators and each con rod about a metre in length. A thoroughly enjoyable hour was spent at Argo and this engineering firm have made new con rods for Vauxhalls. Argo also

manufacture upgraded con rods for Subaru WRX engines which are now being modified up to 800 hp and obviously the original rods are not strong enough.

The photo below was taken at Wingham Golf Club on the Sunday of the rally following our lunch in the dining room of the Club. The run back to Forster for our final happy hour and dinner for the rally at Hamiltons Restaurant on the water was relatively short however took us through some scenic countryside through the towns of Tinonee and Taree.

From left to right.

Wayne and Ollie Merton in D2965

Richard and Emi Walton in OE53

Neil and Maria Heilbrunn in A11.487

David and Mary Stuart in OD494

David and Peter Weir in OE169



Vauxhalls at Wingham Golf Club.

On the subject of con rods for Vauxhalls and having mentioned Argo Engineering have previously made sets for us, I am presently having some new sets of rods made for our Vauxhalls by Sainty Engineering in Sydney. I am presently running a set of Sainty rods in my 23-60.

The photo below depicts one of the new rods made by Sainty Engineering beside an original rod. They are made from high grade aluminium which is the same material they use to make the rods for the top fueler engines they produce. These engines develop up to 5000 HP so I think our engines are safe with them fitted as the old rods are now nearly 100 years old and using them would be a false economy. As you can see the new rods are built up considerably and have a four bolt big end cap with the bolts screwing into the bottom of the rod.



New OE – OD rod made by Sainty Engineering with original rod

Lastly, Alisdair Lockhart the President of the A – D Vauxhall Register arrives in Sydney on Friday 1st December for his annual sortie around Australia and NZ. We have arranged a run in the cars the following day to commence in West Pennant Hills and take in about an hour's drive to The Bird in Hand Inn at Pitt Town where we are booked in for a pub lunch and some of Alisdair's hospitality. Word has it that he is shouting the first round of drinks at the pub, so I will report in the next newsletter what took place and how deep Alisdair's pockets can be stretched.

FOR SALES AND WANTED.

For sale. By James Meara

1924 23-60 OD832/OD835

Owner James Meara –Queensland - Phone 0746337305

Hi Dave,

Due to health issues, common sense must prevail and I have decided to pass on OD832 to it's next custodian as I know that I will never finish the restoration.

I the 22 years that I have had the car I have sourced a lot of missing parts world wide and locally and the car is now almost complete. Some small items missing are speedo drive and cable (Jaeger), one CAV sidelight internal reflector, taillight glass, original front seat slides, one headlight wiring connector. New D shaped hood bow irons and fittings have been made, complete new fuel tank using original fittings, remade as original. Water pump, starter motor, F04 magneto, Zenith SF42 all have been rebuilt. Original to the car Jaeger clock and speedo rebuilt, oil gauge untouched and original, new repro dim switch, dash is now 100% complete. New windscreen brackets cast, top frame I have made, new glass is just sitting in the frames at the moment. A new 2 ¼ inch exhaust system and muffler with cast ends (ex Barry Ford) has been made.

The timber work in the body is made of silver ash, some original timber had survived to use as patterns, all steel brackets in body are original as is the offside rear door skin, recast alloy external door handles. Body panels are not nailed to the wood as yet, the tub still needs to be finished. Mudguards need some work, nearside rear is from OD730, needs repair.

I fitted a Land Rover tail shaft with Hardie Spicer uni joints with a new rear yoke made up so as to save the original yoke. Gearbox has new bearings throughout. Motor is running, yet to be rebuilt, and I have driven the car around my yard. Radiator seams need resoldering, small dents in the top. Wheels have been sandblasted and painted. Original tyre size was 650 X 20. Tyres on the car now are used 500 x 20 from my 1928 Essex.

Anyhow I would like to advertise the car in the Vauxhall Register if that is ok with you. I have not advertised any where else as yet.

Would prefer the car to stay in Australia (has been a Queensland car from new). Don't know what price to put on it, I though \$45K perhaps and see what happens. What do you think?

A local chap has pestered me for years about buying the car, said that he will get back to me and have a look and drive, but I have not heard back from him as yet. I think he would have to sell one of his other cars to make a deal. Barry Morris has also expressed some interest.

Any questions or photos of anywhere please ask. More photos to follow.

Kind regards

James M.



OD832/OD835

Wanted by Evan Quamby OD1072 Albury. Ph mob: 0448424476

Bonnet or bonnet panels for a 23-60 either exposed or concealed rivets.

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.

Vyvan Hirron still has his 23-80 / 30-98 kit for sale as reported in the last newsletter.

Does anyone know what caused the demise of this Prince Henry and where it took place? The radiator seems to have survived remarkably well in the incident. The driver's name will see a bonus prize. Please return email me your answers.



That's is for November and I guess the last newsletter for 2017.

Later this month I will be sending out a newsletter to all those who have expressed interest and entered the National Vauxhall Rally at Merimbula in April next year. I can advise the National Trust (N.S.W.) have now come forward with sponsorship for our event and this money is now sitting safely in our rally account.

All the best for the rest of the year and I wish you all a healthy and enjoyable 2018.

Cheers.

Dave Stuart.

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