

# Country Motor

## *Australia*



**Issue 54**

**Magazine produced  
for Pre-1960  
motor enthusiasts**

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*Graeme Burnham's 14/40 Special*

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are available upon request

Country Motor is a E-magazine  
created for and by country motor  
enthusiasts who have passion for  
ancient motor vehicles,  
engines, in fact any motor that is  
curious and old

Please forward all editorial  
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# Country Motor Australia

Issue 54

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# Editor's Entries

## Welcome to Issue 54 of Country Motor Australia

The cycle car theme continues from issue 53 with a story on a veteran Swift by Gavin Muttonmain.

The focus of issue 54, however, is on Vauxhalls. Vauxhalls were a sporting car in the 1920s and a few specials even add to their sporting credentials. Graeme Burnham has campaigned his 14/40 special for many years and it still looks fresh and goes well. More extreme is Joe Wilson's 7 litre Cirrus aero engined Vauxhall 14/40 based special. A few specials have a Cirrus engines under their bonnets. A GN and an Amilcar in the UK come to mind. Apparently they are lighter than the 14/40's original engine.

Dave Stuart is obsessed with 23/60 Vauxhalls having over the years owned seven of the model. His devotion to the 23/60 led him to writing an excellent book on all known 23/60 cars in Australia. Copies are available from Dave at \$99 plus postage. He owns a 23/60 Kington tourer which is covered in his story in the magazine.

A few more younger Vauxhalls are included in stories provided by John Kroeger and Paul Christianson.

An enthusiast very fond of vehicles made in Czechoslovakia is John Kruger who provided a story on a fascinating micro-car, the Velorex.



Recently I have attended a few events. I have had a few water issues, (ie: the Alvis) which were sorted out before the Federation Picnic at Marong. A good collection of vintage and classic cars were on display. As shown below, parked along side Ted Goddard's Valiant ute which he bought new in the 1960s a rare Austin 1800 utility.



At the Marong Picnic we saw off entrants on the RACV and Federation North West Tour 2023. Jim Oliver has jotted down his account of the trip in his now modern classic Toyota Corona.

Finally just across the highway from us was the Wedderburn Engine Rally. The rally was well supported. Many participants come hundreds of kilometres, some drag trailers with their pride and joys behind their motorhomes while touring Victoria to attend rallies all over the state.

Bits and Pieces has the usual mix of small newsy items. Hopefully someone will take an interest in the 1934 Austin 12/6 saloon. An excellent restoration project.

### David's Miscellaneous Ramblings

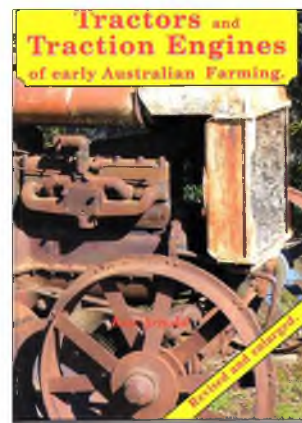
A few family came to visit on Father's Day. Son Michael was keen to try out the 1980 Yamaha 250XT and put on his helmet and bike leathers and took it for a spin. He loved it. Being used to heavy BMWs he found it to be light, responsive and fun to ride. Having only covered about 20,000k before being laid up for 15 years it ran very well. He gave me Yamaha stickers fresh from the USA to stick on the bike's petrol tank.



If you are passing through Bendigo a place you should visit is the famed Bendigo Pottery. Although the pottery is the main attraction there is also a large

shed that has been made available to anyone who wants to sell nick knacks and antiques. Its like walking into a museum for the quantity and quality of items for sale on

the stalls. We bought a few decorative items. Our son Colin bought a Dawn vice for his growing collection. He has branched out to bench vices, as he has a huge collection of Sidchrome tool boxes and spanners now. I bought a large book 'Tractors and Traction Engines of Early Australia Farming' by Ken Arnold. It was published in Bendigo. Its like a scrap book of images with useful descriptive text. They are all in alphabetical order for quick reference. It is one of numerous books compiled by



the author covering every topic of early Australia. Ken has even written a few books on local history of Wedderburn and Inglewood and made many historic contributions to our local paper.

Don't forget the Bendigo Swap Meet 11th and 12th November 2023. I usually meet friends outside the large building near the main gate at 12pm on Saturday. So if you are at the swap meet come and say hello.

Now is the time to organise a club run on **National Motoring Day, 19th May 2024**. It would be amazing to see all car clubs take to the streets and highways demonstrating the huge interest to the public of old cars in Australia. If you have a club run send in the details and I'll put it in the magazine. One event on the day will be the Murrabit Federation Picnic. Murrabit is out in the sticks mid-way between Swan Hill and Gunbower on the Victorian/NSW border.

There were a few letters and stories I have not included in this issue as I ran out of space, however they will be in issue 55. Otherwise issue 55 is a blank canvas waiting for your old car story. There should be plenty to report on now the spring has provided some glorious rally days. Although I have to say it was very chilly recently when we went to Castlemaine where we saw a paddock of beautiful Lancias. (photos next issue)

David

# 1913 Swift 7hp Cyclecar



Gavin Muttonmain

By 1912 cyclecar demand had increased to become a craze. This led to established car makers, like Swift of Coventry, entering the market. William Radford had come from Rudge motorcycles some years earlier and was chief designer and manager. He set about to redesign the 1909-11 7 HP single cylinder Swift (also sold as an Austin 7 with an Austin radiator fitted) into a 2 cylinder tubular frame light weight build, to meet the cyclecar category of under 1100 cc and 350 Kg weight.

The buyers were waiting, on the first day of release of the London Motor Show, 600 were sold. After 2 days the books had to be closed as 2000 orders were taken. The Swift cyclecar works were merged into the car works to meet the orders. The 1912 models with V radiators, tubular frames and staggered seating, which placed the passenger slightly behind the driver, were sold as cyclecars.

In 1913 more weight seemed to be added with chassis length increased to 7' 6", a larger top tank on the radiator, running boards, windscreen and a top but still a cyclecar. The unbraced tubular frames and poor road conditions for a fast cyclecar led to many bent and broken frames.

By 1914, the tubular frame was replaced with a stiffer C-Section chassis increasing the weight.

Michael Radford, who is the grandson of the designer William Radford, and ex President of the Swift Club UK, has confirmed that our "chassis size is correct" and produced in early 1913. Our sports version of 6' wheel base, side by side seating, a 1/8" larger bore, smaller combustion chamber, larger wheels, a stiffener under the light weight tubular front axle for rough faster driving and an oil splash plate with slots for the con rods to keep the oil down from the bores. This machine was 10mph faster than the standard version and claimed a top of speed of 56mph at Brooklands.

The registration number painted in the radiator (9024) matches NSW 1913 registration. So it appears the order was placed within the 2 day period of the London Motor Show and the car was produced and delivered to Australia in 1913.

The first hill climb events in Australia offered handicaps for small cars, however, in 1913 motor competition had barely begun here. To date nothing has been found of a 7hp Swift cyclecar in any competition in Australia. Perhaps the first owner thought he would like the extra speed of the sports version when he ordered it.

By 1915, it appears the car was taken out of NSW with its 9024 registration number. This number was then no longer in use in NSW. When we acquired the car from South Australia, it was complete but in a poor state. The stench from the many generations of rats, who had made it their home, was considerable. The original body, which I believe would have been very light to give the 7hp its performance no longer existed and a body with correct boat tail shape had been fitted. Keeping the correct side-by-side seating and boat tail, we have made the car presentable and correct for this Swift model.

The car was restored mechanically, keeping everything as correct and original, still using nearly all its internals, even white metal bearings, crown wheel and pinion, and most of its gears. We have completed a number of National Veteran 1 & 2 Cylinder events, even a National all veteran and diagonally across Tasmania and return, 1400 km over the mountains to Lake Pedder and back.

The short wheel base, narrow track, direct steering, short stiff springing, light weight, high revving engine, 3 speed quick changing gear box, good braking on the rear axle -where the weight is, (Royal Enfield bonded brake shoes). The car is a

*Swift light cars were consistent gold medal winners in light car trials for many years their cyclecar build followed this success as the sales showed the car was instantly accepted.*



closer match to the beginning of sports cars and despite being a squeeze to fit into, is a joy to drive. Not being cut down it appears to be the only sports version survivor.

References:  
Personal correspondence with Michael Radford, Nick Baldwin 'Swift by Name if Not by Nature', 'Classic Sport Cars' August 1982, Original Swift Specification and Sales Brochures, 1912-1914 'Autocar' magazine 1908-1914 motor trials. **Gavin**

*Below- Autocar 16th May 1914*

THE MARVELLOUS RECORD  
OF THE  
**SWIFT**  
IN THE  
**R.A.C. LIGHT CAR SIX DAYS RELIABILITY TRIAL**  
32 CARS STARTED - INCLUDING 3 "SWIFTS."  
9 ONLY MADE NON-STOP RUNS - 3 BEING "SWIFTS."  
3 "SWIFTS" ENTERED - 3 GOLD MEDALS AWARDED.  
**THE ONLY TEAM TO MAKE NON-STOP.**

PETROL CONSUMPTION:  
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LONDON - BIRMINGHAM.  
LONDON - BIRMINGHAM - LONDON.  
LONDON - LONDON.  
LONDON - LONDON.  
LONDON - LONDON.

The Swift Motor Co. Ltd. COVENTRY.

Price £140

# Vauxhall 14/40 Special



Graeme Burnham

## *My interest in 14/40 Vauxhalls really started when I purchased Felix Cappys car in 1979*

It was an Australian bodied tourer in running order, which I drove home from Castlemaine to the property I was managing near Moulamein in the Riverina.

It was a familiar sight in the district, and around the property checking waters etc.

In 1984 Celia and I and our three girls moved to Scotsburn and the old tourer was used extensively with the family on holidays and on VSCC events all over Vic.

As a consequence of having this car I started to accumulate a lot of spares. A kit of bits from Geoff Burford started a collection of useful parts that continued to grow and a foray to a clearing sale in my old stamping ground at Moulamein filled the shed right up!

Just after this Warwick Gillian returned from a trip to the UK. He had been staying with Vauxhall stalwart Julian Gosch. He is fortunate enough to be the custodian of the last remaining 1922 TT Vauxhall and it's sister car the highly developed Villiers Vauxhall.

Raymond Mayes was involved in its development into a serious weapon . These are the last two from three cars that were built by Vauxhall in 1922.

Warwick took a lot of photos and on arriving home threw them on the table and said, why don't you build something like that with the shed full of stuff you have!

Reg Rhook was involved in the Moulamein clearing sale raid and we conspired to build a couple of specials. A cunning move on my part as I could supply Reg with the odd missing bit, and his superior machining skills could get me out of a lot of trouble.

As this was all hatching a very complete restored kit of bits became available. I was fortunate to be able to buy it and it gave me a huge leap forward. I was able to sell a lot of the bits I had acquired to fund the build. The engine, gearbox, steering box six



wheels, and a host of little fiddly bits had all been done but there was no body work at all, which gave me the licence to build a copy (not a replica) of the TT Vauxhall .

Like the original keeping it light and low on wind resistance was the key to how it would go .

Wolfgang Rebien built the frame for the body using the photos Waka had provided and a very good technical drawing that was found in an engineering book. The body is 4 inch's wider and 9 inches longer than the original making it more comfortable. The chassis is also longer and wider by the same dimensions.

Wolfgang's beautiful frame and his very accurate eye is the key to how the

vehicle ended up looking.

The body frame was skinned by Greg and John Kilmartin in Ballarat. They also made the fuel tank and the superb fluted bonnet. The body ended up weighing 35 kgs.

Mechanically the running gear is all 14/40 Vauxhall except for the rear diff which is early GM. This allowed for a variety of diff ratios to be available. The engine was balanced and the ports polished. As it is individually ported to each valve, the late Jack Mays made a beautiful tuned length exhaust and inlet manifold/header system. Twin SU carburettors from 2.5 litre Riley were fitted .

Wades ground a mild cam, suitable for a low revving vintage engine, enhancing its pulling characteristics.

The rear canter lever springs were replaced with semi elliptic springs. The four springs on the car weigh less than one of the canter lever springs!

I had no original brake parts to reinstall the original braking system, which was a blessing as it is now hydraulic and unlike a lot of vintage Vauxhalls it stops!

All of this slowly came together over four years with a great deal of help and generosity from friends and it has now been on the road for nearly 30 yrs.

It has proved to be a very good long distance tourer having done approximately 40,000 miles in that time. Point to point it is as quick as a modern vehicle. It has the same performance as 30/98 Vauxhall with the added advantage of brakes and handling!

In Summary engine 2.5 litre side valve. Four speed gearbox. Diff ratio 3.3 900 kg (wet). 29 mph per 1000 rpm. Top speed 90 mph+.

We continue to enjoy this great old girl that will be 100 years old next year. It is everything that I hoped for. You never know what the out come is going to be when you start these projects! Having some thing to copy is a



great advantage and the dimensions of the original were almost identical to what we have. It is NOT a replica. A replica can only be made by the original manufacture. It is a faithful copy of the TT Vauxhall in looks only.

It has been on the road for 30 years this December in this form and is 100 years old next year so time really flies when you are having fun.

The luggage carrier was an addition

prior to Celia and I driving to Merimbula to the national Vauxhall rally in I think 2020 via Bright Corryong, Cooma, Bega, and home back through Gippsland. Our normal small bag strapped to the wheel was not enough hence the addition.

*Graeme*

Joe Wilson



## 1926 Vauxhall / Cirrus Special

### *Why would you put a 4 cylinder aero plane engine in a Vintage Car?*

Well for a start here is a bit of background to the project. Followers of “sporty” motoring in England after the First World War, would have seen a surplice of aero engines, mainly from planes, but some larger ones from Zeppelins. Enthusiasts were buying the motors cheaply and fitting them to an Edwardian or vintage chassis and having a run at Brooklands – some obtaining very high lap speeds.

Being fortunate enough to go to the UK several times pre-covid, I was really switched on to the need to build and aero-engined special, but where to get the basis?

I should say I have had vintage cars for around 65 years, most of which I have restored. I located a Cirrus, 4 cylinder motor in bits under a house in Ipswich. It had dropped a valve sometime earlier and badly damaged the head and piston. A few chassis were inspected but in the end I

settled for a 14/40 Vauxhall. It had wire wheels, 4 wheel brakes and was suitable all round, so now it was go.

**CHASSIS** I measured the chassis and the first job was to move the bulk-head and steering box back 78cms. This in turn necessitated relocating all the brake cross shafts and as the chassis rails diverge, it wasn't simple. The engine was mocked up and mounted and I was on the lookout for a gearbox. A large, veteran De Dion box was acquired and I had to fabricate a sub-frame to mount the box. Rear suspension was originally by torque tube and counter lever springs. As I was now having an open tail shaft the suspension was converted to semi-elliptical. Hartford shockers were mounted all round.

**MOTOR** The missing bits, push rods, valves, pistons and rings, etc, were located once I broke into the vintage aircraft set. It is 4 cylinder, OHV, air



cooled and dry sump.

When you remove the prop and fit a flywheel, the front has become the back, so it turns the wrong way! The other problem is that the motor was designed to run with the barrels hanging down, so when turned up the right way for my application, lubrication was a can of worms, but it seems to work. Aluminium ducting was formed and fitted around a neat, small fan (Porsche 911) to blow air around the cylinders and this too has been a success.

**GEARBOX** Veteran De Dion 3 speed and massive. I think it could have been from a truck. I wasn't sure what the problems may be by running it in the opposite direction, but there is none. It is big and crude and a joy to use.

**DIFFERENTIAL** My sums showed that I needed a ratio of about 2:1. But this just isn't around in cars or trucks. However in England in 2018 I stumbled on a crown wheel and pinion in housing that was 1.8:1. Differential wizard, Geoff England, made up a rear axle out of all sorts of odds and ends and we mounted it. Prop shafts joined front to rear so we were fairly complete and ready for a start. Without too much trouble it fired up, had oil pressure and when I engaged gear the wheels turned in the right rotation! I had fitted a 2" SU and clutch, box and diff worked.



**BODYWORK** I framed a variation on a Vauxhall body and had it skinned in Melbourne by wizard, Brian Mills. Steve Bodrog made a bonnet, a piece of art in itself. I made the guards using VW beetle panels as a basis. Instruments came from a variety of sources ranging from a pressure gauge from New Farm Power House to odd aircraft gauges and switches.

**DRIVING** The original donor fly wheel was fitted with a ceramic button plate and along with the 1:8 diff, it just wasn't suitable so the clutch was re-hashed with a conventional plate and I had a crown wheel and pinion made in England that was 2.2:1 ratio. On a recent trip to Armidale we were delighted with

the performance. It does 50mph at 1000rpm and has torque to burn, flying up the bigger hills on the New England Highway. It is not quite so happy in city traffic but I can cope. It has about 155hp gives about 12 mpg from almost 7 litres. On the whole, 5 years has been one big folly but great fun. **Joe**





# V.S.C.C.A. 100th Year Vauxhall Rally

11th - 15th September 2023



Three of our Club's Vauxhalls rolled off the production line at Luton UK in 1923, being Richard and Emi Walton's 30/98 OER53, Rob and Deb Merryfull's 14/40 LM as well and Mary's and my 23/60 OD494.

A touring rally was organised to commence in Raworth on Monday 11th September 2023 and travel north with stopovers in Armidale, Casino, South West Rocks, Forster/Tuncurry and back to Raworth on Friday 15th September 2023.

A total of some 850 miles were to be covered and as it turned out we had five days of clear sunny weather. All roads were sealed and though the scenery in the New England district was a little dry, overall the countryside we travelled through was spectacular as we

*Barry and Veronica Young's 1924 3/4½ Bentley at Willow Tree Primary School*



enjoyed roads the Club had not previously travelled.

Sponsorship for the rally was provided by The National Trust of Australia (N.S.W.) as well as the Veteran and Vintage Vauxhall Register. Twenty four cars entered the rally and this

Primary School at Willow Tree to display the cars for the school children and lunch was provided by the school's P. and C.

We left Willow Tree and re-joined the New England Highway for Armidale and about 23kms north of Tamworth we came to the Moonbi Range.



included four vintage Bentleys, however on the day only twenty two cars made it to the start.

On the Monday we headed off from Raworth at 8.15am and stopped at the Hunter Belle Cheese Factory in Muswellbrook for morning tea. Then it was on to the

All cars stopped at the lookout which is half way up the range. The view back towards Moonbi and Tamworth was spectacular.

Onwards we pushed arriving at our motel in Tamworth about 4.30pm where we met up with the Queenslanders who had travelled south to join the rally. Lyndon Hardman from Armidale also joined us.

At dinner that night Joe Wilson from Queensland was presented with the Ral Rainsford trophy for best Vauxhall restoration of the year. His car a 14/40

*Cirrus aero engine in Joe and Bev Wilson's 1926 Vauxhall 14/40 special*



special is fitted with a Cirrus aircraft engine and with its high gearing gives Joe and Bev plenty easy miles along the road.

The next morning (Tuesday) we drove out to the historic White family property Saumarez near the Armidale Airport. We were asked to park the cars on the circular drive at the front of the house.

rest and nice cup of coffee. Then it was on to Tenterfield where we were met by Bud Smith and his father Gerry in their 23/60 that Bud had recently purchased from Greg Mackie. We were also joined by Brian McMillan from Queensland who had left his Aston Martin at home and come down in modern to join us for lunch and come on with us to Casino for the night.

superb Casino bred T bone or rump steak.

The next morning (Wednesday) took us south along Summerland Way for another pleasant one and a half hour drive to Grafton where we displayed the cars for the children at the Grafton Primary School. The school's P & C supplied a lovely morning tea with cakes and sandwiches which although everyone hooked into though mountains of food was left over for the school children.



*School children at Grafton Primary School*

We left Grafton and headed further south through Nana Glen to Coff's Harbour where we had lunch overlooking the ocean at the Surf Club.

Following lunch we travelled further

*Original White family home at Saumarez*



Following an inspection of Saumarez and its out buildings we again joined the New England Highway and headed for our lunch stop in Tenterfield. On the way it was about an hour's drive to Glen Innes where most of the cars pulled up at the Super Strawberry Cafe as we came into the town and enjoyed a

Following lunch the rally route took us east along the Bruxner Highway for a pleasant one and a half hours drive to Casino where we all enjoyed the happy hour at the Vauxhall Inn on the rear of our 23/60. We all dined in the Steak House Restaurant at the motel that night and most of the boys tucked into either a

south through Sawtell and on to South West Rocks where we stayed the night.

The following morning (Thursday) we drove a few miles to Trial Bay Goal in South West Rocks and there enjoyed a very well presented tour by the National Parkes and Wildlife Ranger. The cars were lined up in the car park prior to

going into the gaol and amazingly we spotted a number of whales cruising south on their return to the Antarctic.

Leaving South West Rocks we again headed south to Port Macquarie where we welcomed a cool drink and great lunch in the Westport Club overlooking the water. Following lunch and a difficult time getting out of Port Macquarie owing the road works and detour to seemingly nowhere we eventually found out way to Laurieton and Kew to join the highway south to Taree and then Tuncurry and Forster for our stopover.

That night we were bussed to Thirty Three Degrees Seafood Restaurant in Tuncurry for the end of rally dinner. The happy hour was in a marquee on the deck outside the restaurant overlooking the water and it was here the entrants enjoyed looking at the porpoises passing by. It wasn't a late night and everyone agreed to have the bus return a little earlier to return us to the motel and our final night's rest.

We headed off early in the morning to enjoy breakfast at The Beach Bums Cafe on the promenade in Forster overlooking the ocean. We then all headed south around Lake Cathie to Bulahdelah where some of the entrants joined the highway to return home to Sydney. Most of the remaining rally entrants had coffee in Bulahdelah and then took a quite road over to Booral on Bucketts Way to have lunch in Allwood at the new Farmers Wife Restaurant.

We then continued on along



*Cars in car park at Trial Bay Gaol in South West Rocks*



*Mal Garthon and Murray McDonogh in the 1909 S.C.A.T. 25/35 Targo Florio*

Bucketts Way and Limeburners Road to Clarence town, then on through Wallalong, Hinton and back to the Hunter Oasis Motel in Raworth. Dinner that night was in the dining room of the Commercial Hotel in Morpeth.

The following morning (Saturday) most of the entrants called in to our home in Raworth to say goodbye to Mary and I prior to heading off south for Sydney. In all we did cover some

850 miles and nearly all the cars travelled without too many hiccups probably doing a lot better than their not so old ageing drivers. It was a good display of our Club cars on a great drive.

*Dave*

## **Vauxhalls built in 1923**



**1923 23/60 OD592, Bud Smith, QLD**



**1923 23/60 OD4984, Dave Stuart, N.S.W.**

## **Vauxhalls built in 1923**



1923 OE13 Engine in OE112 A.C.T



1923 23/60 OD498, Robert Wegener, QLD



1923 14/40 M673, Rob & Deb Merryfull N.S.W.  
1923 30/98 OE53, Richard & Emi Walton, N.S.W.

## **Other Entrants on the Rally**



Bret and Wendy Blackmore's 1924 3 litre Bentley



Julie Craig 1938 MG Tickford DHC



**Wayne MERTON 1920 D Type Vauxhall**



**Murray McDonogh 1924 30-98 Vauxhall**

**Greg Mackie 1925 Vauxhall 30/98**



**Syd Reinhardt 1929 Speed 6 Bentley**



**Lester Thearle 1928 4 1/2 litre Bentley**



**Peter Weir 1924 30-98 Vauxhall**

# Vintage Vauxhalls in Australia

**D and OD Type 1918-1926**

**By David Stuart**

The book I have written titled "Vintage Vauxhalls in Australia" is a record of all D Type and 23/60 Vauxhalls we know of that came new to Australia.

The book is 413 pages and includes articles on the remaining cars we know of with many current photographs of the cars as well as their history and period photographs. The book also includes period photographs of unknown cars that have long gone though some of them we were able to identify the owners however not the chassis numbers.

The money from the sales of the book is going to The Veteran and Vintage Vauxhall Register and for this purpose an account has been opened for the Register. Peter Weir, Phil Virgona and myself are signatories to the account and the money will be used to maintain the Veteran and Vintage Vauxhall Register website as well as Vauxhall related events.

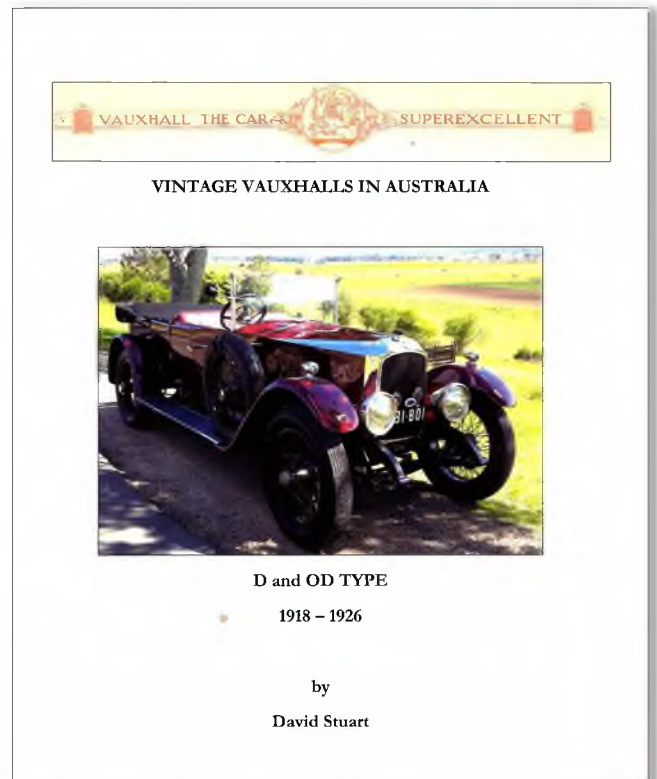
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Postage cost for overseas orders can be obtained and this information supplied prior to payment.

**Dave Stuart**  
**Mob: 04 2828 2360**  
**Email: tubby2360@gmail.com**



## Notes From the 'Forward' written by David Kirke UK Chairman of the Veteran & Vintage Vauxhall Register

It is generally held in Vintage Car circles that the Vauxhall 30/98 is 'The Finest of Sporting Cars' and the ultimate vintage Vauxhall, having carved an exemplary reputation both in period competition and more recent years.

The 30/98 would not have existed without the sales achieved by the Vauxhall D and OD (23/60) types, which were the volume cars which made the 30/98 E and OE types possible.

The D and OD (23/60) were the mainstay off Vauxhall's production from 1912 right through to the mid 1920s, creating the 'economies of scale' needed to make the more sporting 30/98 a viable proposition. During the Great War, Vauxhall supplied circa 2,000 D types to the British government to support the war effort. The in-service feedback and subsequent development of the chassis in production, ensured an extremely reliable and durable product once civilian supplies became available again in 1919.

Before the acquisition of Vauxhall by General Motors in 1925, the factory had to rely on its own efforts to generate sales in overseas markets. With limited resources to establish their own import and sales operations, they relied heavily on local agents to promote sales. Some were more successful than others. The appointment of Boyd Edkins in Sydney Australia, proved to be an inspired choice. Edkins successes in long distance record breaking are well documented and were used to great effect to promote Vauxhall sales in Australia.



*David Stuart with his 1923 Vauxhall 23/60 Kington*

Together with other successful agents in Melbourne and Adelaide, Australia became Vauxhall's biggest export market.

David Stuart, the author of this book 'Vintage Vauxhalls in Australia D and OD type', is uniquely qualified to compile the definitive history of all the subject cars originally imported and sold in Australia.



# 1923 Vauxhall 23/60 Kington

**Dave Stuart**

**Original Kington body, Chassis No: OD494 Eng No: OD493  
Previous owners— John Giddy 1991, David Croaker 1943,  
Frederick Croaker 1923 all of NSW.**

**Known History:** The car was purchased new from Boyd Edkins in Sydney in 1923 by Frederick Croker who at the time was the manager of a 400,000 acre property called Wallhallow at Caroona in NSW. In 1932 Mr Croaker and his family purchased the property Petwyn Vale at Wingen in NSW and moved there with the 23/60. Frederick Croaker remained on Petwyn Vale until his death in 1943. The car still has its original number plates NSW 31-801.

Following Fredericks passing the 23/60 passed onto his son David who lived on an adjoining property Coonarang. With his wife Airle they used the 23/60 as their family means of transport up until the 1960's.

David died in 1985 and the car remained at Coonarang until it was put to auction in 1990 and purchased by John Giddy of Kenthurst in NSW.

The car fully restored and John drove it to the 'Blue Lake' in Mount Gambia in 1995. He passed away in December that year.

David Stuart purchased the Vauxhall from John's widow Marion in 1996 and he and Mary have used the car continuously since. In 2008 the 23/60 was driven on a four week tour of the South isle of New Zealand on a National Vauxhall Rally.

OD494 lives in the Hunter Valley of NSW and is used by David and Mary regularly on local club events and those held by the Vintage Sports Car Club of Australia

David has owned seven 23/60 Vauxhalls over past 60 years. He is the Deputy Chairman of the Veteran and Vintage Vauxhall Register formed in the UK in 2012 together with Peter Weir share the position of Australia Register.

After collecting information on Vauxhalls in Australia over the years David decided to compile a book on all known 23/60s. Unfortunately the records of how many 23/60s came into the country are no longer available. He has records of eleven D types and sixty two 23/60s known Australian delivered cars still on the road or under restoration in Australia (some are now overseas)

Boyd Edkins was the prominent Vauxhall dealer in Sydney from 1912 and during the 20's until he died in 1930. He promoted Vauxhalls through races, rallies and reliability events. He set speed records for interstate runs and hill climbs. Also was involved with Motor Traders Association of NSW as well as the National Roads and Motorist Association.





The  
14/40

# VAUXHALL

*The Car Superexcellent*

**E**MBODYING, as it does, those traditions and characteristics which have made Vauxhall Motors, Limited, famous the world over as manufacturers of superfine motor carriages, the 14/40 h.p. Vauxhall is indeed a worthy companion to those bigger and higher-powered Vauxhalls that have earned for themselves such an enviable reputation in every corner of the universe.

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It has captured the light, higher-grade car market in England.

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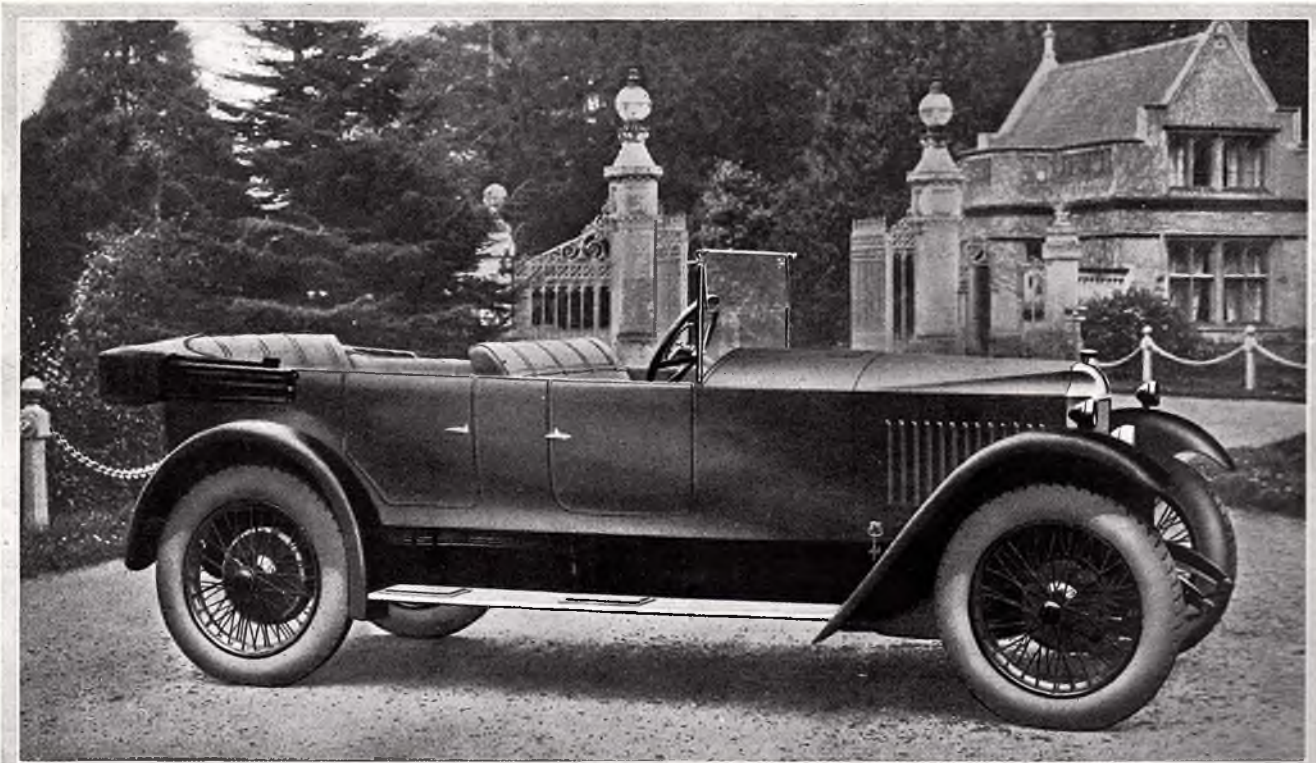
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30/98 h.p. Wensum £1600



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'Motor Life' Magazine 3rd April 1926





# VAUXHALL

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'Motor Life' magazine 15th December 1923

# THE MOTOR WEEKLY

Vol. 1—No. 70

Saturday, July 25, 1925

Registered at the G.P.O. as Second Class Periodical

Price: 2d

## ALL BRITISH MOTOR CARS

THE CAR  
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EXCELLENT

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# Owners of Vauxhalls in the Past

## John Kruger Secretary/Social Activities Convener Skoda and Tatra Register of Australia

My own, first-ever car, was a one-owner 1948 'Wyvern', purchased in 1965 for the princely sum of £75.00 (\$150) with £25 (\$50) down, and paid off at 30/- £1.10 shillings (\$3.00) per week. Beige in colour, with brown upholstery, superb bright work -- (genuine chrome) -- and '3-on-the-floor', registered as (Vic) LN-233. A wonderful car, which gave me, and my mates, hours of fun, with them often 'chipping in' to help fill the tank, when petrol was just 5/- (50¢) a gallon. Cheers, *John*

## Paul Christianson, of Wodonga

88 year old Paul, a Skoda and Tatra Register member, also owned Vauxhalls. He has a very dear past association with Vauxhalls in the past having had three. The first one was 1937 (?) 14-6 then later a 1955 Wyvern.. The all time Favourite though was the 1954 Vagabond, as shown in the pictures.

It was in the old days 50 years ago and like most others did a bit of customising with the usual antennas with foxtails etc. I went a bit further and did the Yankie thing with the wheel on the back like a Cadillac style and it looked quite nice and got a lot of attention. I believe that the Vagabond was an outstanding idea and should have sold a lot more than the 1442 that they made. I can't verify the 1442. I believe I read that in some motoring magazine years ago..

Unfortunately the Vagabond was last seen at the bottom of a valley, somewhere along the Great Alpine Road.

Over the years I have actually owned 82 cars plus some 20 plus motorcycles. I do have an album listing them all though at different times I did not have a camera but have been able to Google a near enough

In the 1960's I worked in a service station. Later I managed one which became a Uniroyal Tyre agency. Then I had my own Shell place on Burwood Highway in Melbourne..

I bought into a business where we converted cars from left to right hand drive off Moreland Road in Brunswick, about three doors down from Harrop Engineering. While there we were directly working with GM Dandenong on what became the 308Q etc Yes I could have a story or two. Yes Ronny Harrop became a friend so did Peter Brock.....  
*Paul*



# Take a good look at the popular Vauxhall family!

They're the best-bred members yet of one of the greatest car "families" in Australia. Wherever motoring at its satisfying best is appreciated, "Vauxhall" is a name to conjure with. These are the most beautiful, most powerful, and relatively most economical Vauxhalls ever. Each gives you the choice of two new SQUARE Vauxhall engines

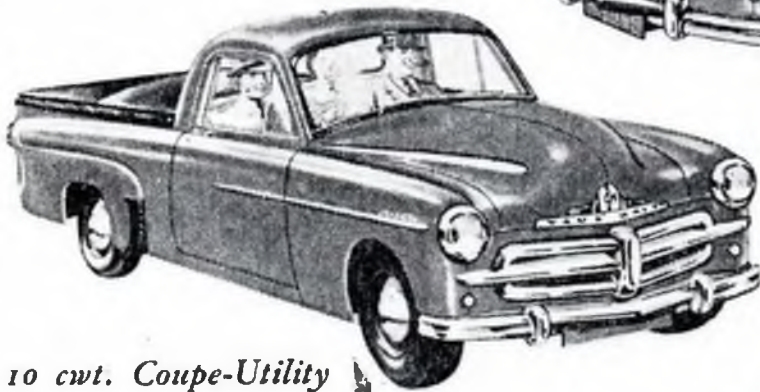
— the Wyvern 15.63 h.p. and

the Velox 23.44 h.p.



*Vagabond*

"King of the Open Road". A generous 5-6 seater, easily convertible to snug all-weather use, very big luggage compartment.



*10 cwt. Coupe-Utility*

Generous carrying space, passenger luxury for 3, graceful modern styling, independent front suspension.



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Spreading comfort for 5 or 6, luxurious interiors, the most distinguished-looking English-Australian car on the roads to-day.

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15.63 h.p. O.H.V. 4-cyl. Wyvern 23.44 h.p. O.H.V. 6-cyl. Velox

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# Velorex



They were the builders of a small three-wheeled car which was produced from the 1950s until 1971.

Beginning in 1936, two brothers František (1914 – 1954) and Mojmir (1924-2011) Stránský, the owners of a bicycle repair shop in the village of Parník near Česká Třebová, began the design of a small, cheap three-wheeled car, inspired by three-wheelers from Morgan Motor Co. In 1943, they built their first prototype using steel tubing wrapped by dural sheet metal and some bicycle parts (later these would be replaced by from motorcycles).

They named the vehicle Oskar (“kára na ose,” or “car on axle”). In 1945, the brothers built their first batch of cars, using leather cloth instead of sheet metal as the bodywork. Three vehicles were powered by 150 cc (9 cu in) ČZ motorcycle engines, three with 6 bhp (4 kW; 6 PS), 300 cc (18 cu in) PAL engines and six with 250 cc (15 cu in) Jawa units. The price was about a quarter of the cost of a typical car.

The post-war Czechoslovakian auto industry was unable to meet popular demand for vehicles, resulting in long waiting periods and quotas. Several models of small cars had been built either by amateurs or in small runs (e.g., Kreibich, TRIGA Tripolino, JAB).

In 1950, the Stránský’s workshop was transferred to Velo, a small manufacturing company in Hradec Králové, later renamed to Velorex. In 1951, the machinery and six workers were moved into a new plant in Solnice. During that year, 120 Oskar 54 vehicles were produced; a year later, 180; and in 1954, eighty workers produced 40 vehicles per month. On January 21, 1954, František Stránský died when a test prototype crashed. In 1961 part of the production moved into a new plant in Rychnov nad Kněžnou. The maximum speed of the car was 30 km/h. In 1963, production of the newly designed “Model 16” started (fitted with either ČZ 175 or Jawa 350 type 572 engines); and the model was modernized again in 1968. In 1971, production of three-wheeled cars stopped, and the company switched to production of a four-wheeler, the “Model 435-0”, which featured the Jawa 350 type 572 – 04 engine.

Velorex was built on a frame of welded steel tubing, with bodywork consisting of vinyl (called “Igelit”) stretched over the cage and attached by turn button fasteners.



Production figures

Model	Total
Oskar 54, Velorex Oskar, Velorex 16/250	2,500
Velorex 16/175	800
Velorex 16/350	12,000
four-wheeler 435-0	1,380



Several Velorex clubs exist in the Czech Republic. Rallies are regularly organized in Boskovice and in Lipnice nad Sázavou, inside the Lipnice Castle. .

# Federation Picnic at Marong

27th August 2023

Despite a water leak I managed to take the Alvis to the Federation Picnic at Marong in 2022. It didn't require much water when I got there but it was nevertheless a concern. The engine that was reconditioned many years ago by a previous owner, it is at last freeing up and running better than ever. I have only done about 12,000k on it. Older engines just seem to take their time bedding in. When I had the Austin 12/4 the reconditioned engine took several years before it too started to perform. If you can say an 12/4 performs.

## **WATER LEAK**

I had a few projects to do around the house before I decided to investigate and cure the water leak earlier in the year, particularly after the hot weather had subsided. I had assumed the water was leaking from the water pump as it sounded like a chaff-cutter when idling.

The only way to remove the water pump was to take the radiator and shell off. This was something I had done on the spare parts Alvis I had in order to take out the steering box and it wasn't a pleasant process to put all back. Bolt holes were frustratingly never lined up.

I had to bite the bullet and proceeded to remove the bonnet and side

panels then the radiator shell and radiator. To do this I had take out the bolts that held the front mudguards. It had come apart before, as several nuts were different sizes requiring the hunt for difference sized spanners. The top hose was no problem but the bottom hose was impossible to remove, so I did the obvious, I cut it up. I bought new hoses and clips from Autobarn in Bendigo. I always get good service from the guys there. Also a new fan belt came from Bendigo Bearings. A Mitsubishi item.

The next item was the fan, meaning the generator had to be loosened off to remove the fan belt. I also removed the aluminium castings from water pump to the block. I was pleased that new gaskets for the castings had come with some spares I got with the car.

At last the water pump behind the fan could be removed. As expected the shaft was very wobbly. I enquired at Bendigo Bearings about the pump being reconditioned by them. They provide the bearings and recommended the engineering work to be done a freelance backyard engineer Robert Woodman in Bendigo.

Robert picked up the pump and got in touch when he had taken it apart. The

reason for the failure was that it was not re-assembled correctly by a previous mechanic. I had enquired about price and availability from Red Triangle (UK) for new parts, who sent me a diagram on how it should be assembled. It's just as



well I didn't order the parts as the pump internals had been modified and new Alvis parts would not have fitted.

I left the overhaul to Robert to work out. He acquired a suitable shaft and bearings. As there was so much wear in the shaft hole he reamed it out and made a new bush to suit the shaft. The job took several weeks to locate suitable parts. In time he had it ready for me.

I had in the meantime ordered and promptly received a water pump gasket along with some boots for the steering ball joints, as a few needed replacing.

The go-to bloke at Red Triangle was Andy who was very helpful in the process of acquiring parts. In fact I received parts quicker from the UK than items ordered in Australia.

Over a few days, as my energy declines after a few hours of muddling, it took re-assemble the pump, castings and radiator. Everything back nice and tidy and I even cleaned and polished the car ready for a club run in St Arnaud. I got the engine going once the radiator had been filled with coolant and an oil change.

Most exasperatingly water was still leaking! I examined around the pump and discovered the leak was from the aluminium casting above the water pump. Fortunately I could remove it without taking the radiator apart again.

I tried ideas to seal the joint with various sealers and gasket solutions I also made a sleeve, none of which worked. I became quite an expert at removing and bolting back the casting.

Ultimately I resigned to the fact that I



would have to buy a new one from Red Triangle. At a cost of £130 plus postage. The batch they had made increased the cost to £160, but Andy kept to his original quote. Comparing the old casting to the new one it was obvious why it leaked. The old casting had corroded and the previous owner had used body filler to build it up. Also note the elongated bolt holes. The new casting fitted perfectly pressing against a new joint washer. The water leak was cured in time for the rally to Marong.

Another concern was the non-original ropy windscreen wiper blades which I

replaced along with new windscreen wiper arms. Plus I had to smear sealant around the bottom of the windscreen as both of us got wet legs the last time it rained. I still have other jobs in mind, none of which prevent me from using the car.

#### MARONG RALLY

A little over 70k on a relatively straight road from Wedderburn presented no problems. In fact I had to keep an eye on the speedometer as at times it was showing 70mph.

It seems everyone gets there before me as I am generally directed to back of the nice green field. Several hundred cars were on display, a big variety of shapes and sizes, plus trucks and motorcycles. There was room for a lot more. In the past I am sure there have been a greater attendance.

Local club members Craig and Michelle Watts displayed their 1934



Chevrolet Master Roadster. The original owners were a farming family in the Kingaroy district. Hugh and Angela Lane of Hervey Bay, Queensland were the third owners. Purchasing the car in March 1994 in the condition shown in the photo. Restoration commenced and finished in the current excellent condition.



1950 Morris Minor tourer owned by Helen Couch, Toolgarook. Member of the Southern Peninsula Classic and Historic Car Club. The car

was one of about 40 cars participating in the Federation Tour. All entrants left early afternoon. The Morris was restored by Alan Turner of Rye from 1996 when purchased. It has a 1098cc BMC ohv 4 cylinder engine. 1956 Humber Super Snipe Mark IVB saloon. (above)



*A few interesting radiator mascots seen on Hupmobiles.*



**1925 Crossley 15/30  
Tourer**  
4 cyl. 2383cc. 80 x 120mm. RAC horse-power 15.6. compression ratio 4.67. 31bhp @ 2400 rpm. 28mpg. 3 speed gearbox. max speed 55mph and weighs 21cwt.



Owned by Shane & Simoen Perrott members of the Crossley Register UK. The car was restored in approximately 1995 by Doug Baynes, Whyalla. The couple bought it on 2006. Engine fully recondition in 2014. Any information on Crossleys please contact the owners on 0429 350625



*1937 Oldsmobile L37 Sedan Holden body. Fully restored by Andy & Sue Pope of Sebastian*



*Two Oldsmobiles owned by Michael & Sandra Cogley. Rare 1942 model destined to go to Singapore but due to war redirected to Australia and a 1946 Holden bodied sedan.*





*A photo for the caravan collectors, a pre-war model. Note the combustion heater! Riley 1½ litre RMF owned by John and Pam Davis of Kyneton. Model T Ford. Post war Bedford truck that has benefitted from a splendid restoration. Royal Enfield and side car. Nissan Silvia beautifully styled by Kazuo Kimura & Fumio Yoshida, Based on the Fairlady platform. 554 made from 1965-68 1.6 ohv, 96hp and 4 speed. 1956 Ford Mainline owned by Loudon Mazoudier. The utility was bought in 1973 for \$60. His father bought it new in 1956 from Miller & Cheney of Parkes. It sat on blocks for 8 years in Gunnedah. Unregistered from 1965 to 1987. David*

# RACV & Federation's North West Tour 2023

Jim Oliver



I am a member of the Castlemaine Historic Vehicle Club Inc. I noted the ad for the above Tour in one of our Club Newsletters.

I have been a widower now for seven years. My wife Rikki and I started our association with the old vehicle movement years ago when we were part of the original team that started the *Ford 8 & 10 Side Valve Club of Victoria*.

My first of many little Fords was a 1949 English body Prefect. As Rikki became ill, we decided to sell our last remaining little Ford to Glen Campe. Glen has a Motor Museum in Hamilton and we thought this would be a great retirement for our little Ford. If you are ever in Hamilton this Museum is well worth a visit.

The Prefect was getting a bit much for Rikki as her health became much worse. We both were still interested in the old car scene. By chance I found a 1982 Toyota Corona that was a very original vehicle as it had only done 63,000 kms. Rikki could handle the Toyota better than the Prefect.

I believe I am the second owner of the Toyota and it had not been on the road for a few years. It was however (much to my surprise) still registered. We paid \$3,000 for it 10 years ago and for me to make it roadworthy again it cost another \$1,500. I had never done much work on Toyota's but found it an easy job.

I was fortunate with my dealings with Vic Roads as they agreed for me to transfer the Club Plates CH O183 from



the Ford Prefect over to the Toyota.

The Toyota is now a classed as a modern-day Classic. I like that name and it was just passed on to me by David Vaughan. I am happy with the little Toyota and look after it.

As I am now 87, I thought about going on this Rally. I first discussed it with my new boss number one daughter



1927 C4 Amilcar  
owned by Colin  
Maginnity



opened my case near the door and went into the bedroom to put my clock on the little table beside the bed. Not seen by me was a disaster waiting to happen. The electric blanket cord was alongside of the bed near the small table. If you can imagine a noose set somewhere in the jungle to catch an animal, that is what it was like. It had no trouble catching me! I went at about 100km an hour headfirst into the small table and chairs at the end of the bed. I was

fortunate that I hit the table at chin high. I was knocked out for a while. I could not feel any broken bones etc. After a while I stood up. Was I sore. I reported it to the management. I do not think he cared at all!

I went to the dinner at the Goulburn Valley Motor Vehicle Drivers Club with Frank & Janet in their 1929 Chrysler 65 Sedan. I could not eat or swallow anything, My Rally was over. I went home in the morning. (Friday) I was stiff and sore and very bruised for two weeks. Not a nice ending for me.

The Rally was full on all the time. I managed and my little Toyota did not miss a beat, I think there was two others who pulled out at some stage due to mechanical troubles. I covered 1,146 km home-home. I averaged 14km to the litre of fuel. Very happy with that. Everything was well organised. The information package and badge that we all received was excellent. Michelle Goddard and Lloyd Healy and their team did a wonderful job looking after us all. To all the helpers who assisted along the way. A great Job 100%. Did I enjoy the Rally? yes. Would I go on another Rally? I do not think so, a bit long for me on my own and I am now getting too old! Thanks to everyone.

*Jim*

Hill, Echuca and finished at Shepparton. It was full on all the time visiting museums, private collections and many other interesting sites.

The catering for all meals was perfect. On each stop at morning and afternoon tea I forget how many cakes and scones, jam

and cream I ate!

We visited many places that I had not been to before. All interesting and amazing. My best was probably The Great Aussie Beer Shed & Heritage Farm Museum.

There were four (4) people on their own on the rally, that included me. My observation was that most entries were in the age group of about 65-75? Of course, I could be wrong here? I think at 87, I was the oldest. There were four other members of the Castlemaine Club on the Rally and they kept an eye on me. It was easy to talk to others if I spoke to them first. All were friendly.

Our last Motel for us to check into was at Shepparton. We arrived there a bit late in the arvo, about 4pm I think. I went into my unit and it was very dark in there with the blinds closed. I had

Mandy to see what she had to stay. The 3 kids I have left (I lost no.1 son two years ago aged only 62) all check in to see what I am doing. Well, the rally was for a good cause and I know the area it is to be held in, so, I was given permission to have a go at it.

As this would be the only second time, I have been away by myself in 7 years. I had a bus trip to Canberra last year with my Army mates to a National Servicemen of Australia Memorial Ceremony reunion for the 50<sup>th</sup> year of our Canberra Memorial. I survived.

The decision was made. I would go! I think I was No 6 on the register. In all there were 36 entrants to the Rally. I had a long chat with Michelle Goddard who was the Rally organiser. I was in. I registered and paid the required \$395 per person cost. In all with the Motel Accommodation it was about \$1,163 all told. I thought this was very reasonable as it included all meals etc. Including about 200 scones with jam and cream.

We started on the Sunday of the Marong Picnic to travel to Kerang for the first overnight stop of the tour. I think there was about 26 vehicles in the group. The other 10 joined us at some stage of the rally. Most of the vehicles were modern-day classics. We stayed two nights in Kerang.

The next stop overs were at Swan



# Wedderburn Engine Rally

9th & 10th September 2023



*The engine club's annual rally is held in September and well supported by engine enthusiasts over two days. Cars, trucks and tractors added attraction to the event as well as demonstrations such as sheep shearing and an operating chaff cutter. The women of the club have an excellent food stall and the men run a bbq all day.*



*1924 Ford TT truck with a 2 speed differential restored from a wreck as shown above by Ted Goddard  
Model T utility being restored by Neville Mills*

McCormick-Deering T20 was a kerosene engine crawler tractor built from 1932 to 1939 by International Harvester in Illinois, USA. They made 15,199 of the model. It has a 221 cu 4 cyl engine as the Farmall Regular tractor, rated at 23 drawbar horsepower. The T20 was directly competitive in weigh, engine size, power and price with the Caterpillar 15 and the Cletrac 15.

Caterpillar D4 crawler tractor (left)



1942 Oliver Cletrac HG crawler owned by Marty Turpin. 2.2 litre 4 cyl 22hp Hercules IXK3 engine. Made in Cleveland, Ohio, USA. The tractor was bought second hand from an orchard in the Adelaide Hills, SA in the late 1950's and was taken to Winkie in Riverland, SA. It did a lot of hard work loading sand into trucks to build a crossing bridge over Eckerts Creek in Winkie. It had a bucket at the front about 2½ feet wide and bucket attached to the back 5 foot wide. Trevor Migga of Monash, SA inherited the tractor when his father passed away in 1982. Trevor stripped the tractor down and restored it to it's original condition, completing the restoration in 2012. Trevor became ill soon after and passed away in July 2020. Marty purchased the tractor from his wife in March 2021. The three tractors were displayed on the Kenworth semi-trailer along with a digger.

Having restored a Day-Elder truck (left) the Wedderburn Historical Engine and Machinery Society are directing their talents to restoring a 1947 Dodge Fargo truck in their workshop. 6cyl engine, 236.6ci (3,877cc), 104hp @ 3,000rpm





One of several cars on display was a FC Holden that was in excellent original condition. Not a common sight these days. Next to my 1951 Alvis is an early Mini-Minor of 1962. Note the external door hinges a feature of the early models. It would be remiss not to include a few pics of some engines being a engine rally. A few nicely restored engines included a 1909 Blackstone 6½hp, serial no.73604 made in Stamford, UK. It has a hot bulb ignition. In a nice subtle green is a 1912 International 4hp Mogul hopper cooled portable side shaft engine. These were moved to locations by horse. Owned by James Butcher of the Yarra Valley Machinery Club. The delightful little tractor is a McCormick Deering Farmall Cub made in 1948. Owned by Geoff Maxwell. Bought over from NZ in 2004 by W.Chivell. Another Farmall-12 owned by Trevor Bailey of Wedderburn for sale at \$7,000. David

*A 4¼" scale model of a Allchin steam traction built by George Searle, owned by B&M Whelan*

## Bits & Pieces

### Stolen: Vintage BSA 500cc 1936 model W33-7 Engine No. D7.757

At Box Hill, (Melbourne suburb) thieves broke into my locked garage and cut through the heavy chain and lock on the bike around AFL grand final weekend (last weekend in September). Family heirloom having been my late Father's for 55 years and my Great Uncle's before that. (Not that thieves would give a rats.) Please notify me if you see this bike or spares on the market. Priceless. Vintage Motorcycle Club of Victoria member in the process of getting club plates. Rowan Hore Mobile 0428 709 708 or email [tennihore@bigpond.com](mailto:tennihore@bigpond.com)



## 2024 Biennial Veteran and Vintage Vauxhall Rally

The next biennial Veteran and Vintage Vauxhall Rally is being organised by The Vauxhall Register of the V.S.C.C.A. and will be held in Bathurst N.S.W. from Monday 16<sup>th</sup> September 2024 to Friday 20<sup>th</sup> September 2024. Bathurst is centrally located in N.S.W. and provides interstates similar driving distances to and from the rally.

Cars will arrive in Bathurst on the Monday and this will be followed by four days of touring about the Central West of N.S.W. on sealed roads through scenic countryside at its springtime best with the Canola blooming.

Entrants will leave Bathurst for home on Saturday 21<sup>st</sup> September 2024.

The event is being sponsored by the

National Trust of Australia (N.S.W.) as well as the Veteran and Vintage Vauxhall Register. A pre-requisite of the National Trust Sponsorship is that cars entering the rally to be either Veteran or Vintage.

Cars leaving from Sydney will have the opportunity of attending the V.S.C.C.A.'s 80<sup>th</sup> birthday lunch at the Rum Corp Barracks in Windsor on Sunday 15<sup>th</sup> September 2024 and stay the night at the Crown Plaza Motel at The Barracks. Following lunch on the Monday in the Megalong Valley with the Club entrants will travel on to Bathurst for the Vauxhall Rally.

A motel has been selected in Bathurst that has 40 rooms as well as a restaurant so will be sufficient for all entrants to be

together in the one motel. Any overflow of entrants will go into a nearby motel.

So I guess at this stage if you intend to enter the event please email to me and an entry form will be emailed/posted to you. Getting in early with your expression of interest will secure an entry and details for a room at the motel in Bathurst that each entrant will have to book personally upon receiving their entry form.

I hope to catch up with as many Vauxhall owners on this event as I can as it is my swan song to organising Vauxhall Biennial Rallies.

**Dave Stuart**

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Mobile 04 2828 2360

## First Holdens

The month of November has great significance in Australian motoring history, because in 1948, 75 years ago - the first Holden cars began rolling off the production line at the Woodville plant in South Australia.

The plant continued to produce new Holden cars until the more modern Elizabeth plant opened in 1959 and thereafter the Woodville plant produced parts for older Holden models.

*From the newsletter below :*



## Bits & Pieces



1912 A Type Vauxhall

*It was owned by Mr Sam Tym of 'Edell', Coonambie.  
The car's registration No. 137.*



### For Sale 1934 Austin Saloon

A decision has been taken to sell this barn find car after many many years of my family ownership.

It is a 1934 Light Six Austin (6 cylinder, 12 hp). It is complete and in running condition, however it has not

been running for many years. I expect a new battery, petrol and some TLC will render it drivable, currently unregistered.

Graeme Jarrett [mailto:graemejarrett@gmail.com]



### Karrier Truck

Sent in by Alan Hillman this photo of a Karrier truck chassis shown on Marketplace Toowoomba. It was made about the time Vulcan was amalgamated into Roots.

Karrier Motor Vehicles was founded in 1908 and existed until 1979. It was purchased by Roots Group in 1934. They made commercial vehicles which included light and medium trucks, municipal cleaning equipment, trolley buses, fire appliances and mechanical (three wheeler) horses.

