THE VINTAGE BULLETIN

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THE VINTAGE BULLETIN

THE JOURNAL of THE VINTAGE SPORTS CAR CLUB OF SOUTH AUSTRALIA INC.

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ACKNOWLEDGEMENTS and THANKS

The Editor and Publisher of *'The Vintage Bulletin'* **acknowledge** inclusions from Members of The Vintage Sports Car Club of South Australia Inc.

THANKYOU

Chris Hudson, Frank Reed, Pam Reed, Margaret Thompson, Graham Tonkin, Shirley Tonkin, and **Wayne Wood** for your contributions of words and/or pictures to this Month's *'The Vintage Bulletin'*. Thanks too to all others who provided reports or pictures and snippets from which information was obtained for inclusion for the benefit of Members and Readers.

BULLETIN ARTICLE LOTTO

Ed and/or Leila Sanders

Congratulations on winning this month's Bulletin Article Lotto

I would appreciate it if you would supply an article, or two, on any subject(s) of your choice for inclusion

in the February 2019

issue of *'The Vintage Bulletin'*.

Thankyou, Wayne

DISCLAIMER

Readers are advised that the views and opinions expressed in *'The Vintage Bulletin'* are solely the views and opinions of the contributors and are not necessarily the views and opinions of the Editor, Management or Membership of The Vintage Sports Car Club of S.A. Inc.

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The Editor is always pleased to receive copy but reserves the right not to publish material which he considers prejudicial to the interests of the Club. The Editor also reserves the right to edit all contributions to maintain an acceptable standard and length.

Refer to "Diary of Events" for copy deadlines which allow preparation, printing and posting.

PREFACE

This month has been a bit frantic as Christmas approaches rather more quickly than I remember from my younger days. Excitement is in the air as we look forward to having friends and family staying with us for a few weeks.

As for *The Vintage Bulletin*, this issue is a relatively thin 28 pages. I still have some material which has accumulated since the problems with the production of October's issue. November's full-colour effort is a "hard act to follow". Thankyou to those of you who took the time to let me know how much you appreciated it.

This month, Bulletin Article Lotto winner Pam's story is a cracker. Well worth reading several times, (as I have done). Margaret hints at another opportunity to visit the Semaphore after a successful celebration last October. Graham and Shirley have been on a bus; and trains return again in Chris Hudson's Part 3 of the *SteamRanger* story. Chris Catt contributes a poem from Bob Magor's book *Caravanning Bliss and Other Verses*. Bob has granted permission to print his work in return for some publicity. The inside of the wrapper for this *Bulletin* is an order form listing Bob's books and CDs. Free postage. No charge for signed copies.

No 'Motorumours' this time; but there is a letter to Father Christmas. I hope he appreciates it.

EDITOR'S NOTES

More clubs are posting their Club Magazines and Newsletters on the web. Some, wisely, have web versions as well as "Members' versions" which require passwords. *The Vintage Bulletin* is a Journal for Members and not designed for the public. Therein lies a dilemma. It is not called the "world wide web" for fun.

Nowadays it is relatively easy to satisfy both purposes and I think that is what we should do. We ought to be proud of the Club and its achievements. On the other hand we must protect the interests of individuals.

Perhaps the time has come to make some changes.

Anyway, that's what I think.

Season's Greetings,

Wayne Wood

DECEMBER 2018

THE PRESIDENT'S PAGE

As one encounters those who took part in the Down Under London to Brighton Run along the way, I am still hearing accolades regarding the route and organisation of the event. So again, well done to all those involved.

We do however need to keep the standard we have set. From my own personal point of view I would really like to go for a meal afterwards. This comment is not to criticise in any way the DUL2B as the Run Director made it quite clear that many London to Brightoners prefer to get their Veterans home before Sunday rush hour, (which these days appears to be all day); and others have things to do, but I wonder what those of us left over think?

An interesting article on The Bay to Birdwood Run by Andrew Christophersen in the last *Bulletin*, especially the facts and figures provided. 466 vehicles pre-1945, which is a period of close to 43 years; and 376 vehicles 1946 to 1960, a period of 14 years. This alone tells us what the preferred vehicle is for this type of event. An interesting point that has emerged of late is that the All British Day for 2019 has attracted more entrants than the 2018 Bay to Birdwood Run.

The All British Day does not have a cut off date, but it caters for vehicles from only one small country and has a sensible entry fee. If we were to discuss all the reasons for this our Editor would be required to print another 10 pages! So, let us not start the discussion on why the Bay to Birdwood Run numbers are falling.

It has happened again. The End of Year Run sent us along great Hills roads not usually traversed but ideally scenic for motoring in older cars. I was most impressed at the performance of the LE ZEBRE; the rate which it climbed Greenhill Road and other hills we tackled, also the speed it maintained through the winding sections. I don't think that any of our large capacity American iron would have done any better.

French cars have always been a problem!

Graham Tonkin

VSCC CHRISTMAS PARTY
Friday 14th December 2018

Most of the fifty people who booked to attend the Club's Christmas Party turned up at the Clubrooms to take part in the fun; and to be fed. Joan Catt was the organiser of a splendid evening.

As usual she had, with Chris's help, transformed the room. No doubt others were enlisted to assist, but as one who turned up just in time I am unable to name names. Suffice to say that in the true VSCC tradition people rolled up their sleeves and got the job done; as they did when it was time to pack up.

After handing in our tickets we were directed to platters of fruit, nuts, dips, cheese and crackers. We were then seated, chatting, at the decorated tables until directed to the food laid out in the annexe. An abundance of cold meats and salads were on display, to be quickly reduced to not a lot as we tucked in and went back for seconds. (Thirds anyone?)

For desert, huge gateaux were sliced into bits and plated for us to collect. Some chose only to eat fruit for desert. Others, like me, enjoyed both.

During the evening, more or less between mouthfuls, we were gloriously entertained by Joan's Award Ceremony. People earned large medals in recognition of good deeds, stuff-ups and unfortunate happenings. Joan also conducted a two-part raffle in which, it seemed to me, that by chance most couples won a prize. (Well, five out of six on our table did.)

After coffee we cleaned up and departed, leaving the carpet as clean as it has ever been, I'm sure; and Chris squeezing the decorations, equipment and left-over food into his car.

Well done everyone. Thankyou Joan, Chris and all who showed up to ensure the success of the evening. A special mention to Joan's Elves, of course.

Wayne Wood

SEMAPHORE CAROUSEL FUN DAY
Sunday 7th October 2018

It is some time since our visit to the Semaphore to celebrate the Carousel's 80th year at Semaphore. We had a very enjoyable and relaxing day on the lawns there. A beautiful sunny day.

Thanks very much to Peter and Brenda Dawes (WOLSELEY); Andrew Christophersen, (ARMSTRONG SIDDELEY); and Barbara Pennington, (ARMSTRONG SIDDELEY), for joining us.

The Governor and Mrs Le were there to cut the birthday cake. Pieces were handed out to the children who were having a great time with rides on the Carousel's hand-crafted wooden horses. Some bigger kids, Jim and me included, enjoyed a ride as well. I had my 80th birthday celebration at the Carousel a couple of years ago so it was *deja vue* for me.

The Rotary Club of Henley Beach manages and operates the Carousel on behalf of the owner; and puts the proceeds towards supporting worthwhile community projects. Touted as the largest merry-go-round in Australia because of its 40 horses, it has wheelchair access now; and an electric motor rather than its original steam engine.

As always, a lot of interest was shown in our cars and I received a thank you note from the Carousel Manager and Club President. We have been invited to do this again next year when the Carousel turns 90. On a sunny day and the beach and sea in view who could ask for more.

Sorry this has taken so long to appear in print but the best intentions were stymied - have had a few spanners in the works lately. Like old cars, life does not always run smoothly

Happy and Healthy Christmas to all...

Margaret Thompson

When the car comes first, insure it with Shannons.

A LETTER TO FATHER CHRISTMAS

Dear Father Christmas

Firstly, I must apologise. I was unable to call in to see you. Perhaps next time, eh?

Caroline and I spent your last winter in Europe. It was snowing at Christmas time. I loved it, especially waking up on the canal boat, (co-incidentally the one named "Adelaide Rosella"), to find a foot of snow had fallen during the night. Magic! The locals were not so thrilled though. I suppose the novelty wears off after a while; and the verdant countryside is replaced by brown slush; the only "verdant" on show is the green mould growing in the bathrooms and kitchens.

Anyway, we were so busy flitting around that we missed out on flying North to your neck of the woods. There was a problem with some airports too ... reduced numbers of flights because of the weather. No skyhooks free either. They were in great demand, mostly going South to warmer climes.

We send our Best Wishes to you, Mother Christmas and all your Reindeer, Elves and Helpers. Where would you be without them!

BREXIT! What does it mean to you? I understand that Lapland is a region covering several countries, (Norway, Sweden, Finland, perhaps Russia), populated by your nomadic Reindeer herders. Norway and Russia are not members of the European Union. If Britain exits, will presents cost more? Will you have landing rights in Britain? What about customs, quarantine, import taxes? And so on. Has Mrs May taken all these things into account? Does Brussels even care?

Oh ... before I forget! The young'uns asked me to let you know they will be at the shack for Christmas. Sorry about the late notice. Call me if you need help to deliver any presents that they may have ordered.

Wayne

THE KINGSWOOD

Sometimes I reflect on our early years of marriage. You know what it's like, you meet, (in my case, a man), enjoy his company, his sense of humour and, dare I say it, his smell, and before you know it you're walking down the aisle in a white dress.

Now that was 50 years ago, well it will be on 2nd November 2018, and now here we are, seniors, and with a beautiful multicultural family.

When our first two little boys were two and four, we lived in half of, what was once, a glorious early Colonial house in Ward Street, North Adelaide. It was a beautiful part of South Australia to live. Tree-lined streets, parks with green lawns, Golf club up the road; again, full of 'green'! The house had thick walls, extremely high ceilings and was central to my family and friends ... bliss!

Then, one evening, Frank came home from work, he was a bank teller in those days, and told me that he had a managerial Bank Transfer (his first branch) to ... excitement, thinking Victor Harbor, the Barossa ... LEIGH CREEK COALFIELD in the Far North of South Australia!!! And, we would be leaving in a fortnight! WHAT!!?!!

Out came the map. Hawker, Marree, Oodnadatta ... oops, what's that little dot there? And sure enough, it was Leigh Creek! Oh dear. In the middle of a desert!

Township of Leigh Creek Coalfield from the air

The KINGSWOOD *(Cont'd)*

This was 1975, and although Frank had travelled the State widely, I hadn't been past the Barossa ... why would ya? So, being a 'dutiful wife' I packed up the kids, the cat, the budgie and piled us all in our brand -new KINGSWOOD.

Everything else that made us a 'family'; beds, toys, furniture, photos, food, etc., had been packed in a huge truck and headed off to Leigh Creek to be there when we arrived. A huge task and ask for this new, naive, young wife and Mother … leaving everything and everybody I knew and heading off to the unknown 'Country Banking' life.

The car was packed. Two excited little boys. The bird in the cage; and oops, "Where's the cat?" After a bit of a search, a very scared little 'Silky' was found snuggled in the shed. OK, so let's get the tranquillisers, that the vet gave us, into her. Hmmm where are they? Yep, you guessed it, the moving guys had packed it! So, into a box went Silky, without her tranquillisers, on the back seat with the boys and after waving to friends, neighbours and family off we headed to the unknown.

Leigh Creek Area School
Grade Two
1978

Eldest son, Damian, wearing (yellow) Leigh Creek Tee-Shirt

The trip to Port Augusta was beautiful. Country I had never seen but we were tired and hot. No air-conditioned car for us in those days but the KINGSWOOD was comfortable enough with the windows down if you didn't mind the dust!

The KINGSWOOD *(Cont'd)*

We checked into a motel. Oh dear. Besser brick with very little in it, and a big sign saying: "NO PETS". Oops. Let's wait 'til dark and we'll sneak the cat and the bird into our room. What a hoot! The bird wouldn't shut up and goodness knows how you contain a cat ... the shower? So Silky spent the night in the shower and the bird chatted all night.

The next morning we set off to Hawker. The drive started off being very lovely, still sort of green, but it got dustier and dryer the further we drove. We got to Hawker. Pamela is in tears 'n wants to go home at this stage; and the kids, well they were having a ball with the free-range cat! The bird was going nuts and the car smelt of bird, hot cat and little boys. Frank was loving it. We left Hawker and hit the dirt road. Dirt all the way to Leigh Creek.

Well, what a drive! The scenery was amazing; the Ranges were beautiful as were the eagles, horses, cattle, etc. Amazing country. Hang on Frank, what's that up ahead? Looks like a truck. Yep, it was. Ours! Broken down with everything we owned in it! The lads were hot but comfortable as they had dragged our mattresses out and were sleeping under the stars on them and living out of our full freezer. I think that's about the time 'the city' left this girl and 'the country girl' surfaced.

Frank, (top left)

Leigh Creek Lions Club
Inaugural Meeting

I made the macramé Lion's Head. (Apology for lack of clarity). Pam

We had four amazing years in the old town of Leigh Creek Coalfield.

The KINGSWOOD *(Cont'd)*

In the country we grew as a couple AND as a family, having our 3rd son at Tintinara after a transfer from Leigh Creek to Tintinara for four years; with nine months in between at Moorook in the Riverland. Finally to Robe for four years. Our boys Damian, Brendan and Simon enjoyed their country childhood and now have boys of their own, giving Frank and I four gorgeous little grandsons to enjoy and watch grow up into fine young men like their Dads, (and their Pop).

I am and have been blessed with this 50 years with my man ... he's just built me a house to relax and retire in, a promise he made to me as young lovers, and now, as older lovers, I hope we have many years left to enjoy it … and his 1925 RUGBY!

A Proud Day …
Leigh Creek Champion Garden
(in drought conditions as well)

POSTSCRIPT

We sold the battered KINGSWOOD. Frank had an air-conditioner fitted to it whilst we were up north, (and would you believe it, a Tom backed up into it and marked its territory so every time we turned it on that blasted Tom travelled with us!) We also had it, the car, not the Tom, fitted with stone guards … which we still have if you know anybody who wants them … and a pack rack.

What a cool HOLDEN!

Pam Reed ☺

THE DIARY

NOTE

Runs and Events printed in **BOLD** are Approved VSCC Runs and Events.

2018

Too much cricket is (almost) never enough. Rain prevented preparation of grounds for play so I had a weekend off to … do nothing! 5 days at Adelaide Oval was very relaxing. 'Man of the Match' should be awarded to Damian Hough and ground-staff for enabling game to last so long before a result.

	*MONDAY **24th** 7pm to 12mn*	*CHRISTMAS EVE part Public Holiday*
	*TUESDAY **25th***	*CHRISTMAS DAY Public Holiday*
	*WEDNESDAY **26th***	*PROCLAMATION DAY Public Holiday*

2019

JANUARY	*TUESDAY **1st***	**LUNCH with Graham and Shirley** *NEW YEAR'S DAY Public Holiday*
	SUNDAY **13th**	**EARLY BIRDS' RUN** (Brian Bennett)
	THURSDAY **10th**	**Committee Meeting** Copy DEADLINE for January *'Bulletin'* 12m
	FRIDAY **25th**	**GENERAL MEETING with ICECREAMS**
	*SATURDAY **26th*** *MONDAY **28th***	*AUSTRALIA DAY* *AUSTRALIA DAY Public Holiday*
FEBRUARY	TUESDAY **5th**	**TWILIGHT RUN**
	SUNDAY **10th**	All British Day
	THURSDAY **14th**	**Committee Meeting** Copy DEADLINE for February *'Bulletin'* 12m
	SUNDAY **17th**	**PICNIC RUN**
	FRIDAY **22nd**	**GENERAL MEETING**
MARCH	*MONDAY* 11h	*ADELAIDE CUP Public Holiday*
	THURSDAY **14th**	**Committee Meeting** Copy DEADLINE for March *'Bulletin'* 12m

OF EVENTS

2019

APRIL	SATURDAY **6th** and SUNDAY ***7th***	**Robin Cup Weekend**
	SUNDAY **7th**	Gawler to Barossa Veteran and Vintage Run
	THURSDAY **11h**	**Committee Meeting** Copy DEADLINE for April *'Bulletin'* 12m
	WEDNESDAY **17th**	**MID WEEK RUN**
	*FRIDAY **19th***	*GOOD FRIDAY Public Holiday*
	*SATURDAY **20th***	*DAY AFTER GOOD FRIDAY Public Holiday*
	*MONDAY **22nd***	*EASTER MONDAY Public Holiday*
	*THURSDAY **25th***	*ANZAC DAY Public Holiday*
MAY	SATURDAY **11th**	**CLUB AUCTION**
	THURSDAY **16th**	**MID WEEK RUN**
JUNE	SUNDAY **2nd**	**PRESIDENT'S TROPHY RUN**
	*MONDAY **10th***	*QUEEN'S BIRTHDAY Public Holiday*
	THURSDAY **20th**	**MID WEEK RUN**

PLEASE NOTE CHANGED ARRANGEMENTS

1. **New Year's Day meat and desserts provided by Club**
2. **Early Birds' Run NOW Sunday 13th January**
3. **No Mid Week Run in January**

UNLESS OTHERWISE STATED, **ALL GENERAL MEETINGS** WILL BE **PRECEDED BY A MEAL FROM 6.30 P.M.** IN THE **C.C.C. CLUBROOMS** AT CLARK AVENUE, GLANDORE **ON THE LAST FRIDAY OF EACH MONTH** EXCEPT DECEMBER.
FORMAL BUSINESS WILL START AT 7.30 P.M.

COMMITTEE MEETS AT 7.30 P.M.ON THE SECOND THURSDAY OF EACH MONTH

COMING VSCC EVENTS

NEW YEAR'S DAY CELEBRATIONS

Tuesday 1st January 2019

93 McIntyre Road, Para Hills West.
Please bring chairs and drinks; and a salad to share for lunch.
The Club will provide cold meat and dessert from the Christmas Party.
Contact **Graham** or **Shirley Tonkin** on **(08) 8258 6547** or **0401 314 563**

NOTE CHANGED DATE **NOTE CHANGED DATE**

EARLY BIRDS' RUN

Sunday 13th January 2019

Meet at Montefiore Hill at 6:00am for a 6:30 am start.
We will travel via the recently opened "Torrens to Torrens", (T2T), corridor, North-South Motorway and Angle Vale to Café Nova in Gawler.
Route sheets will be provided.
It will be an easy run for vintage cars and we should have no trouble travelling in convoy once we get onto South Road.
Cooked breakfast from $12.
Please advise us if you will be attending, we need to give the Café an indication of numbers.
Contacts: **Brian** and **Chris Bennett** on **(08) 8276 2000** or **0409 397 241**

HISTORIC MOTOR VEHICLE GATHERING

Sunday 17th March 2019

Park 23, Adelaide Parklands
Anzac Highway
(Former Edwards Park Netball Courts)

ENTRY IS FREE

Primarily for self-propelled vehicles built before 1930
but other interesting vehicles also accepted

Owners and/or admirers of Historic Vehicles especially invited,
with or without a vehicle

Free parking on site

Arranged by the Vintage Sports Car Club of S.A. Inc.
Club Captain: Ian Loader
Event Director: Rodney Wood

OTHER EVENTS OF INTEREST

GAWLER TO BAROSSA VETERAN AND VINTAGE RUN

Sunday 7th April 2019

Contact **David Prest** on **0438 112 2366** or **vvrun@gawlercarclub.com**

VETERAN CAR CLUB (SA) ANNUAL THREE DAY RALLY

Saturday 13th to Tuesday 18th April 2019

Based at Lady Bay Golf Club Resort

Contact **John Hancock** at **1909gregoire@gmail.com**
or **Andrew Hayes** on **0401 025 000** or at **princehenry1913@gmail.com**

"MONTE FLEURIEU RALLYE" BRITISH CLASSIC TOUR

March 2019 and Sunday 5th May 2019 respectively

Contact **Events Co-ordinator, Historic Motor Vehicles Club, Graham Withers** on **0430 011 457**

Spring into the garden

With help from S.A. Fertilizers

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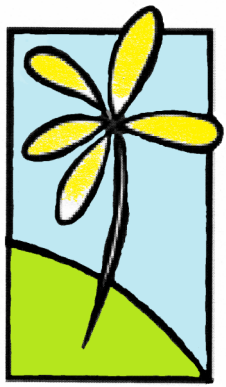

"It might be poo to you.....but it's bread & butter to us"

SA FERTILIZERS

125 O'Sullivan Beach Road LONSDALE S.A. 5160
Ph: (08) 83260649

*BENDIGO NATIONAL SWAP MEET BUS TRIP

Friday 16th to Sunday 18th November 2018

It was touch and go whether it would even happen but in the end it did. With 26 swap passengers and a slight increase in the cost per person we were away. The 'Southside Roadlines' bus arrived at the Central Bus Station at 8:30 pm Friday evening with those from the southern area already on board; and picked up the city group.

More pickups at Crafers, Mt Barker and Callington; a comfort stop at Tailem Bend; then through to Bordertown for a midnight snack and to pick up our last traveller.

Leaving Bordertown sometime after midnight it was now time for serious sleeping. Whether some got sleep is another question but those who did were woken again at Horsham for a comfort stop.

Arriving at Bendigo around 6:00 am we partook of a hearty breakfast of juice, cereal, fruit salad, toast, tea and coffee and then off into the maze of Swap Meet sites.

Our oldest son Simon with his 12 year old son Marcos had already done a deal with a site-holder for two rear axle assemblies, one for his 1935 FORD flat back and one for our roadster as Graham wants to build another with higher ratios. These were probably our first purchases.

Other purchases quickly followed as Graham always uses "Bendigo" to stock up on nuts, bolts, washers, screws etc., etc., and to restock tools and equipment. Later in the day he was told of a trunk for the luggage rack of the roadster. It took some finding but find it we did and promptly purchased it. A lovely metal trunk to suit the FORD luggage rack which was last year's purchase.

While looking through bits and pieces our friend Ian found the original type vacuum wiper motor for our roadster. Graham has been trying to find one for years and Ian just pulled it out of a box of junk. The roadster has been fitted with an electric wiper because the originals were non-existent even in the US. It was then off to Echuca for the night with a relaxing one-hour bus ride and welcome shower on arrival.

***Footnote:** *The Bendigo National Swap Meet is owned by the Federation of Veteran Vintage and Classic Vehicle Clubs of Victoria and is managed by the Veteran Vintage Classic Car Club Bendigo Inc.*

Bendigo Swap Bus Trip *(Cont'd)*

The evening meal was out of this world and some fellowship afterwards with friends before a great welcomed sleep. Sunday's full breakfast was equally delicious and we thanked the moteliers Ange and Laurie for their hospitality and good service.

Back to Bendigo and a quick trip around for some last purchases before re-loading the coach bins for the trip home.

The trip home was quite uneventful, watching various DVDs and stopping occasionally for comfort and lunch and the disembarking of passengers in the reverse order of pickup.

We arrived back at the Central Bus Station about 9:30 pm. We then had the task of unloading the coach and transferring all purchases into private vehicles that had arrived to take all and sundry home. We must have looked a sight to passers-by with a multitude of old car parts including two complete rear axles, mudguards, doors and a stationary engine, (Marcos' purchase), strewn across the Flinders Street footpath.

Although numbers were down it was a successful trip with good company and lollies given out all the way. When we first went to "Bendigo" on the bus there were over 40 on board.

We don't want to lose it completely and we understand that less restorations are undertaken and 'eBay', 'Gumtree' and the like have taken a toll but the crowds and sites at the Swap Meet have not appeared to have diminished.

The only way to keep this great weekend alive is to get more passengers. For $310 each it includes the bus to Bendigo, breakfast supplied on arrival, a 2-day pass to the Swap Meet, a full Saturday at the Swap Meet, the bus to Echuca, motel room for the night, a fabulous evening meal in the restaurant, a full breakfast, bus back to the Swap Meet for 3 hours on the Sunday morning; and the bus back to Adelaide.

Also, the bus is parked in the Swap Meet grounds so you don't have to keep walking out to your car; and the bus can take very large items in its bins.

We would like more passengers to enjoy this experience so please tell your friends. Wives and partners are welcome as there are always a number of ladies that come along as well

Graham and Shirley Tonkin ☺

More About ...

The November issue, (Volume 66, Number 5), of The Vintage Bulletin *contained* Part Two *of Chris Hudson's informative series about* SteamRanger. *It contained material about its steam and other locomotives. He now , in* **Part Three**, *provides us with information about passenger carriages, rail cars and some more passenger sets such as the* Red Hens, *located at Mount Barker.*

In the carriage shed we saw the stored steam locomotive **F251**, a tank type locomotive built for suburban passenger services by Perry Engineering, Adelaide, in 1922. Forty-three tank type locomotives were built from 1902 by local builders James Martin, Perry Engineering and the Islington Workshops. These little locomotives were the backbone of the suburban network until the introduction of Red Hen railcars relegated them to shunting duties at the Adelaide yard, Mile End and Islington unless they were required during busy periods or railcar shortages. They were ideal for local work with their brisk acceleration required for the constant stopping and starting at suburban stations.

F251 was obtained by *SteamRanger* from a park in Elizabeth in 1981. It then sat outside at Dry Creek for many years awaiting the funds and time for restoration. Some small jobs were undertaken, but the main restoration didn't start until 1992 by a group of dedicated members. Despite the usual repairs to the boiler and mechanical parts, new side tanks and a rear coal bunker had to be fabricated due to corrosion of the originals. It returned to service in 1995 and was transferred to the Victor Harbor line in 1996, after many trips around Adelaide.

F251 was *SteamRanger's* only operational steam locomotive for a few years. In the late 1990's the boiler was lifted from the frame, along with the wheels off the frame, to enable repairs to be done on the axle boxes, frame and boiler.

More about *SteamRanger* *(Cont'd)*

Access to tank engine boilers is limited due to the side tanks. During the early 2000's more problems developed with the boiler … the tube plate at the fire box end of the boiler barrel continued to crack after limited use and repairs. This indicated a new tube plate would be needed so the locomotive was put into storage as a backup if required; however, she has not steamed since. Further problems with the main frame and wheel tyres and flanges mean the locomotive will require a large overhaul in future if funds and restoration time are ever available. Sadly, **F251** only ran for six years in preservation but due to the hours and costs involved in keeping the other locomotives running she will need to wait her turn.

Stabled in the carriage shed was a **Red Hen Railcar** set comprised of a power car at each end and a wooden-bodied trailer in the middle. The '300' class Red Hens were constructed at Islington from 1955 and by 1971 there were seventy-four in service. These cars have a driver's compartment only at one end which meant they had to be used in multiple units. The '400' class Red Hens have driver's compartments at both ends and could be used as single units. These were also built at Islington from 1959 until 1971; a total of thirty-seven cars. These railcars were the mainstay of the metropolitan system until the introduction of the '2000' class '*Jumbo*' railcars from 1979; followed by the '3000' class in the late 1980's, saw them slowly withdrawn from service. Two power cars and a trailer were upgraded by the STA, (State Transport Authority), in the early 1980's to resemble the new '2000' class railcars. If successful more were to be done but it wasn't considered to be cost effective.

The first '300' class cars were built with two General-Motors two-stroke diesel engines followed by a change to two Rolls Royce four-stroke diesel engines. All were fitted with twin disc hydraulic torque converters. The first batch were built with radiators mounted underneath, but these were moved to the roof due to overheating whilst they were stopped at station platforms in hot weather. The famous Day-Glo striped panels were added to the front from 1957 for safety reasons at crossings. *SteamRanger* have operational cars **334**, **412**, and **428**, (as well as others under restoration or stored), which are used on the Cockle Train, Finnis Flyer shuttles and Bugle Ranger shuttles.

Two types of trailers were used with Red Hens and both were converted from suburban carriages. The '820' class were wooden-bodied cars, originally built between 1913 and 1924, with a baggage compartment and were converted for Red Hen use in the 1960's. A total of thirteen were used but all were gone by 1975. The '860' class, originally built in the 1940's with steel bodies, and all twenty-four in existence were converted in the 1950's for Red Hen use. These trailers had sliding doors and lasted into the 1980's.

More about *SteamRanger* *(Cont'd)*

SteamRanger have one of each type; the '860' recently acquired from the National Railway Museum. Sadly, another '820' was destined for *SteamRanger* but was burnt last year whilst in storage at Mount Gambier at the now closed *Limestone Coast Railway*. It was in the round house which was due for demolition recently, but due to the action of a group of community members demolition has been delayed, with the end result still undetermined.

Also stabled in the carriage shed were various types of passenger cars. Three types of wooden-bodied cars were on display, starting with the brown suburban centre loaders. These have a large arch opening central to the body for quicker exit and entry on the busy suburban system. Access is also available from the end decks of each car. *SteamRanger* use these on the Cockle Train service.

The second type of brown carriage was the baggage car which was also used on the suburban system. These had large sliding doors each side in the middle for the loading of goods with passenger compartments on either side, with public access via the end decks. Today the car is seen on both the Cockle Train and the Southern Encounter from Mount Barker.

The third type is the famous green and cream 'Centenary Cars'. Originally painted brown, they were all painted green and cream from 1936 as part of South Australia's Centenary year. A special train toured the State in that year with the newly painted carriages and the brand-new steam locomotive **620** also in green. It is believed both an 'Rx' and an 'S' class were also painted green to haul this special train. This type of car was originally used on the privately-owned Glenelg line which the South Australian Railways, (SAR), bought in 1899. A further batch was built from 1908 for this line. More were built between 1912 and 1924 for the longer country lines around the State and included toilets and drinking fountains. Due to clearance issues, these had slightly narrower bodies compared to the Glenelg cars. *SteamRanger* uses these cars on the Southern Encounter from Mount Barker.

On all three types of cars the underframes and running gear were all built at Islington while local firms Pengelly, Bagshaw, Holden and Islington all built bodies for them. Once all were built the SAR had no fewer than 155 carriages in service.

Historic carriage '*Finniss*' was located at the front of the carriage shed. Built at Newport Workshops, Melbourne in 1907 as a joint stock sleeping car for the SAR and Victorian Railways Melbourne Express service, the originally named '*Wolseley*' and was renamed '*Finniss*' in 1910.

More about *SteamRanger* *(Cont'd)*

A woodened-bodied car, at some point the sides of the carriage had been re-clad in steel sheet during an overhaul, a process that wasn't uncommon during their long lives in service. It's final years in service were on the night train to Mount Gambier until taken out of service in 1976; along with its sister carriage '*Angas*' which is now located interstate as a bed and breakfast location. '*Finniss'* was purchased in 1977 and restored back to serviceable condition. A long carriage with six -heel bogies, it sees limited use these days, being used only for special First-Class services from Mount Barker.

The last type of carriage on display were the green and cream '500', '600' and '700' class steel cars built between 1937 and 1941 at Islington. Of all steel construction they were initially built for use on the Port Pirie Express but also saw use on most country lines within the State. Each class had different seating configurations; with either a centre isle or side corridor style with varying lengths. A total of twenty-eight were built. *SteamRanger* purchased examples of each type in 1981 when they were retired from regular service. One '600' class car has been converted to a refreshments car and named '*Bowmans*' in honour of the once busy railway junction and refreshments stop on the original Port Pirie line. Along with Centenary cars, the steel cars are used on the Southern Encounter from Mount Barker.

Over the years the carriages have been brought into the workshop for overhaul as required and some have seen extensive restorations. It is very time-consuming to keep them all up to scratch both inside and out. In 1978 a grant was obtained, along with Australian Railway Historical Society, (ARHS), funds, to bring fifteen wooden-bodied carriages up to scratch for *SteamRanger* use. Work centred on leaking roofs, bodywork and repainting. They were starting to look tatty as they had never been restored just maintained by the SAR over their lifetime. A budget of five thousand dollars per car was set; not a lot of money for the work required but good results were achieved, considering it was carried out in Edwardstown station yard using scaffolding with tarpaulins for cover. Most of the work was undertaken during the winter months, with hot coals being placed on the scaffolding on cold days to avoid blushing of the paintwork.

The Car Barn in the Adelaide yard was to be used however unions put a stop to this. Quite sad but this is what the ARHS was often up against.

I will conclude the series about* SteamRanger *rolling stock in Part Four, when I write about items stored in the Goolwa Depot.

Chris Hudson ☺

ROLY'S POEM

The Short Arm of the Law©

(Bob Magor)

The young copper flashed his radar at the old slow-moving ute –
Where the sign allowed a hundred forty ks did not compute
For it seemed the driver wasn't speeding up or slowing down
He was just a traffic hazard on his journey into town

So the fresh-faced city copper cranked his bike up in pursuit
And he crept in slow surveillance of the ancient Holden ute
Now the driver was a cocky – (he could tell that by his hat)
And the smoky growling muffler showed he had the old girl flat

For the ute was overladen with ten canines in the back
And three more inside the cabin to complete the hairy pack
And he weaved about the roadway taking in the rural view
Never pausing at the train line where a stop sign told him to

Then the vicar and a school bus were both given quite a fright
When he gave no indication at the cross-road – turning right
So the cop with blue light flashing forced the old chap off the road
With a hundred violations of the local highway code

With his motorbike the focus as the dog-pack checked its make
Washing both the wheels in sequence till the bike stood in a lake
But the cop was on a mission with his notebook in his hand
He would only need a minute to pronounce the old ute banned

Just the rust would draw a defect – hard to tell it once was white
And all tyres were showing canvas (which was not a pretty sight)
It had long since lost its tailgate and each crevice sprouted grass
And the broken lights and mirrors gave a rustic touch of class

"Have you any registration or some papers you can show?
From the sticker on your windscreen it expired three years ago."
"I don't see the need now sonny," the old reprobate confessed.
"Since they took my driver's licence when I couldn't pass the test."

ROLY'S POEM (Continued)

The Short Arm of the Law

"And you've got no indicators," said the copper with a frown.
"And no brakes," the old chap muttered,
"So you'd better write that down!"
"Now about the railway crossing where I saw you fail to stop?
Do you have a valid reason?" asked the flustered traffic cop

"Are you dense?" the old chap muttered "Today's Friday, son, you know
Our train only runs on Mondays so it went four days ago!"
Now it's nice to sit here chatting but it's bingo day at bowls
There's law-breakers out there sonny – don't you have to do patrols?

"Look, I know the old ute's buggered, she's worn out, the same as me.
But she gets me where I'm goin' and to where I've gotta be
Her and I were quite a unit in the sixties – both were new
But life wears us all out sonny – you work hard and you will too"

"Now about your missing seat belt" the young copper stammered out
"Get back up, you pack of mongrels!" came the old chap's boarding shout
"Give that ticket to your boss, lad if there's problems – he's the one
He can put it with the others – 'cause your sergeant is my son!"

Poem and cartoon read and reproduced with written permission of Bob Magor

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Pricelist/Order Form on reverse of this December 2018 *Vintage Bulletin* wrapper

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Poem supplied by Chris Catt. Read to Members and Guests at VSCC General Meeting, Glandore, Friday 30/11/2018

COMMITTEE MATTERS

The following significant matters dealt with by the Committee at Meetings on 8th November and 13th December are reported for the information of Club Members and readers of *The Vintage Bulletin*:

- agreed produce a colour brochure for DUL2B entrants with, if possible, pictures of all veteran cars entered;
- agreed after discussion that Club to pay for Christmas Party but Members and partners to pay $5.00 each and a raffle will be conducted on the night and that space allows only 50 to attend so bookings needed;
- Chris Catt now RUGBY Custodian and has taken possession of the car;
- Lionel Leddra recommended to Motor Registration as an Authorised Person for Historic Registration;
- received Run Report from Rodney Wood, Event Director, DUL2B
- Rodney Wood congratulated for an excellent DUL2B and thanks expressed to all who contributed to the Run's success;
- agreed the Club's Library holdings to be catalogued with a standard system and Sandy Nash, (experienced in such matters), be involved;
- Caroline Wood, (professional Librarian), to be invited to advise about cataloguing of Club's Library;
- Club RUGBY has been checked and given the "all clear";
- CCC has agreed VSCC can supply and fit suitable cupboard in Library for more materials;
- Sub-Committee, investigating Membership *vis a vis* owners of "post 1960" vehicles, presented a Survey Form and letter of explanation;
- accepted above Survey Form and its printing and distribution but letter to be re-drafted before Committee will agree to its distribution;
- attempts to be made to remove from the web out of date material concerning the VSCC.

Cars and Parts and Things FOR SALE

** Herschell Spillman engine 4 cylinder approx.1920
David Bristow **(08) 8298 3837**

** Left hand side FC HOLDEN doors (stripped and rust-free)
1929 CHEVROLET 6 short engine
Two only HOLDEN 6 grey engines
One only 3-speed HOLDEN grey box
Several carburettors
John Allan **0429 625 211**

* MG TD/TF Parts … some New Old Stock … many hard to find
Rob Jacob **(08) 8388 5469**

Whitworth thread taps and dies
Graham Tonkin
0401 314 563

Cars and Parts and Things WANTED

** Surplus Leaf-springs—any size or condition
Alan Hollyfield **0499 893 298**

** A pair of Split Dorf, green porcelain Spark Plugs
David Bristow **(08) 8298 3837**

*** Jack for WOLSELEY Hornet (a Mini with a boot)
Terry Jones **0414 468 551**

*** 1923 MAXWELL exhaust / intake manifold assembly
Steven Lovell **(08) 8258 5264 or 0447 787 095**

* WOLSELEY Half-shaft and Hub
Hub is 6-spline and 170 m m diameter overall

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