

# THE VINTAGE BULLETIN



**Anthony Pearson, passionate about classic cars,  
will be our Guest Speaker for June.**

Founder of 'Classic and Vintage Bulbs' Anthony is an acknowledged expert about electrical lighting for veteran, vintage and classic vehicles and has developed a range of bulbs suitable for our most popular vintage and classic cars.

**Please join us at 7.30 pm at our June General Meeting  
to hear Anthony's ideas and advice aimed at enhancing our  
driving experience.**



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**SARS-CoV-2**



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### **General Meetings in 2025**

**in the Combined Car Clubs Clubrooms**

**Clark Avenue, Glandore**

**7.30pm on the last Friday of the month except December**

#### **Committee Meetings**

**On the second Thursday of each month**

## **THE VINTAGE BULLETIN**

**Published every month**

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# THE VINTAGE BULLETIN

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

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**COPY for July DUE midnight**  
**Thursday 17th July 2025**





## Acknowledgements and Thanks



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

**THANK YOU** to **George Conner, Steve Ford, Carolyn Gowers, Chris Hudson, Merilyn McPhee, Bob Preuss, Caroline Wood, Rodney Wood and Wayne Wood** for your assistance and/or contributions of words and/or pictures to enable this Month's *The Vintage Bulletin* to be available for publication and distribution. Thanks too to all others who provided reports or pictures, ideas and snippets from which information and/or ideas was obtained for inclusion for the entertainment and/or benefit of Members and Readers.

BULLETIN ARTICLE LOTTO  
is officially in abeyance, but  
Members and Readers are invited to submit items  
for publication; and thereby have their name listed  
in the panel above this notice—in addition to their  
contribution to Readers of the journal.

### 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.

## PREFACE

The Editor begins this Preface with an apology. Last month he wrote that there would be some information in this issue of *The Vintage Bulletin* **about Theseus's Paradox.** (That in response to Steve Ford raising the topic.) Unfortunately time and space have harpooned that. An article has been written and, hopefully, may appear next month. Material about Runs and Events and contributions from Members and other **Readers always trumps the Editor's compositions, even when such are** produced in response to aforesaid Members and Readers.

Chris Hudson has provided an interesting article and pictures about the overhaul of former South Australian Railways Steam Locomotive identified as T186. A bit more complicated, expensive and time-consuming than overhauling a simple Vintage engine at home in the shed.

This month, Merilyn McPhee writes about the Stanton Ohlmeyer Memorial Run to Murray Bridge. That is supplemented by information from Rodney Wood and the Editor who both visited Old Taillem Town as well.

Three couples from the Club attended the Easter Vineland Rally in Mildura. Two of them won trophies. Courtesy of the Mildura Vintage Vehicles Club, (in particular The Bulbhorn Editor, George Conner, and author Carolyn Gowers), beginning on page 17 there is a report on the **event. No usual "Committee Matters" in this edition. Due to the Club's visit to "The Holden Collection" the Committee Meeting will be held a week later than normal. Two month's worth of "Matters" next time?**

The Australian Cricket Team lost the World Test Championship Final at Lords. Was it the winning of the toss which favoured the South Africans? Or was it poor player selection which affected the Australians? Always a lot to debate!

Anyway,

that's what I think.

Wayne Wood



E and OE Thank You

JUNE 2025

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## PRESIDENT'S PAGE

Communication and staying in touch, I am told, is easy in this Technological Age. However, I am not so sure. Yes, we can ring or message anyone at any time and these days we expect them to answer even if it may be inconvenient at that time.

There are two basic ways for me as President to communicate with you as Members and to try to ascertain what you are looking for from your Club. The first is talking with you at meetings and on runs; the other is via my little piece in *The Vintage Bulletin* each month. The Bulletin report of course is very one-sided as it is only me asking you to support and participate in Club activities. However, with the above-mentioned modern communications, feedback and discussion can be provided; **remembering of course, like any opinions expressed by me on the President's Page, yours are only one opinion in some 123 available.**

The Bulletin is now available to not just Members but also anyone willing to make the effort to read it online. So it is no longer a private communication with Members who were unable to attend a Run or Meeting to allow them to catch up on Club activities. This being the case, care must be taken in opinions and thoughts expressed.

Our last Runs have been attended by a small but enthusiastic group. **Alan and Merilyn's visit to Tailem Town was short circuited by Alan's fear of the weather, which was late to the party, so those who didn't read their emails had a pleasant visit before an excellent lunch at the 1924 Riverfront Steakhouse. Unfortunately, due to a bug we are blaming on Day Care, I was unable to attend Gavin Farmer's talk at the May General Meeting but I have only heard good reports and hopefully one of those might appear in the magazine. The Rear Vision Holden exhibit at the State Library held some interesting history and insights into the Holden story. Our last event, the Presidents 'Tiffin & Tin', was a pleasant way to spend a wet afternoon despite the double booking of the Clubrooms and a lack of support.**

**Please don't forget we have a Guest Speaker, Anthony Pearson, at our June General Meeting talking on Lights for Vintage, Veteran and Classic Vehicles.**

*Kind Regards,*

Roger



DUE TO COVID-19, ALL CLUB MEETINGS AND EVENTS ARE REVIEWED AND CONDUCTED IN THE LIGHT OF GOVERNMENT DIRECTIONS AND THE RISK TO MEMBERS.

## COMING VSCC EVENTS

### GENERAL MEETINGS IN 2025

in the Combined Car Clubs Clubrooms  
Clark Avenue, Glandore

Clubrooms open 7.00pm  
Formal proceedings 7.30pm

### JUNE GENERAL MEETING

Friday 27th June 2025

Anthony Pearson will present

**"Lights for Veteran, Vintage and Classic Cars."**

NOTE: Clubrooms Open 7.00pm

Then the following (Friday) General Meetings:

	25th July	29th August	
26th September	31st October	28th November	

## NOTICE

### ANNUAL GENERAL MEETING

**The 2025 Annual General Meeting of The Vintage Sports Car Club of SA Inc. will be held in the Combined Car Clubs Clubrooms, Clark Avenue, Glandore in conjunction with the Club's July General Meeting which will commence at 7.30pm.**

Friday 29th August 2025

**"The Evolution of Humber and the Rootes Group"**  
with Winston Bryant



## MORE COMING VSCC EVENTS

**The Club's Committee has arranged a series of Guest Speakers** for the remainder of the Year. Subjects to be covered are primarily automotive, however Members are invited to suggest or recommend other subjects, speakers or activities for General Meetings.



### **Our JUNE Guest Speaker is Anthony Pearson.**

**With a passion for Classic Cars, Anthony started his business of 'Classic and Vintage Bulbs' in 1993.**

Since then he has established agents in the USA and Canada, in New Zealand and in the United Kingdom and Europe.

He has designed and developed his own versions of, for example, suitable Halogen and LED light bulbs. Now, in conjunction with lighting manufacturers he has a comprehensive range of 6 and 12 volt bulbs suitable for most popular Vintage and Classic vehicles.

Most of us have complained at some point about the lighting on our special cars. Concerns range from headlights unsatisfactorily illuminating the road ahead at night, to not being seen by other motorists due to us having inadequate tail-lights and turning indicators.

**Anthony will be able to provide up to date advice and information about important lighting issues to enhance our driving experience.**



**Please join us at 7.30 pm at our June General Meeting.**

**Don't be shy ... come along and "Ask Anthony"**



Supper  
Provided

Family and Friends Welcome  
Bring some with you





## EVEN MORE COMING VSCC EVENTS

END OF CLUB MEMBERSHIP YEAR

Monday 30th June 2025

**VISIT STEVE FORD'S WORKSHOP**

Wednesday 9th July 2015

**Informal morning visit to Steve's Workshop.**

Stay for a (BYO) barbecue lunch.

Address and more details at June General Meeting  
and by email.

ANNUAL LUNCH

Sunday 20th July 2025

Venue being negotiated

PETERBOROUGH WEEKEND AWAY

Date TBA but NOT August

NATIONAL WATTLE DAY

DRIVE AN OLD CAR DAY

Monday 1st September 2025

ARTHUR CLISBY MEMORIAL PICNIC

Sunday 21st September 2025

BETHSALEM AGED CARE VISIT

Tuesday 30th September 2025 at 2.00pm

BUPA AGED CARE MORPHETTville

Tuesday 21st October 2025 1.30pm

DOWN UNDER LONDON TO BRIGHTON RUN

Sunday 26th October 2025

For vehicles at least 100 years old





**38th**  
**'Down Under'**  
**London to Brighton**  
**Run**  
**for cars and motorcycles**  
**at least 100 years old**

**Sunday 26th October 2025**

London Road, Mile End South  
to the beach at Brighton



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Penrite also supports the running of  
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## BURRA to MORGAN RUN

Saturday and Sunday 26th and 27th July 2025  
by The Northern Automotive Restoration Car Club of SA Inc., (NARC)

Owners of vehicles of any description are invited to attend, with their vehicles, the 119th year of the Burra to Morgan Run.

ENTRY FORM and Full Details on NARC website.  
[www.narc.org.au](http://www.narc.org.au)



Sunday 19th October 2025

Vehicle Registrations will open early in July

<https://baytobirdwood.history.sa.gov.au>



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Stanton Ohlmeyer Memorial Run  
VISIT TO OLD TALEM TOWN  
and MURRAY BRIDGE RIVERFRONT DINING  
Sunday 25th May 2025

"EVER GET THE WIND UP?

Well, the wind and rain forecast which caused us to cancel the Old Talem Town visit never did get up on Sunday 25th May.

**However, a delicious lunch at 'The 1924 Riverfront Steakhouse' in Murray Bridge overlooking the River Murray proceeded with blue skies and no wind and was enjoyed by thirteen Members and one Visitor.**

An intrepid foursome did spend two hours before lunch at Old Talem **Town because, I'm told, Caroline Wood had returned early from her holiday in NSW for the occasion and she was determined to go there.**

Some of us wandered around Murray Bridge before lunch looking in on the Second-hand Shop, which has everything one could possibly want—and more! Next door is an Antique Shop which specialises in trinkets and jewellery. Both are opposite the historic Railway Station from which tours are conducted.

Steve Ford entertained us at lunch by telling how he taught his four and five year old grandchildren to make bombs. He was looking after them when a snake slithered under some floor boards so he said that he knew **how to get rid of the snake by making a "dynamite bomb"**—showing them how and then putting it in the hole and lighting it.



The grandchildren told their parents what fun they had watching Grandpa make a bomb and then setting it off. Henceforth, Steve is only allowed to look after his grandchildren under supervision.

A few people left the lunch early to avoid the storm which did eventually arrive 24 hours later.

A good fun rally, (or half a rally),  
was had by all.



Merilyn McPhee



## Stanton Ohlmeyer Memorial Run *(cont'd)*

The Wood brothers and their wives visited Old Tailem Town before joining others for lunch in the 1924 Riverfront Steakhouse adjacent to the Muray Bridge Regional Rowing Centre on Sturt Reserve. One couple may not have read the email cancelling the visit to Old Tailem Town. The other cut short a planned family visit and flew back from outback NSW to support the Club and the organisers of the Stanton Ohlmeyer Memorial Run. **Oh Well. They were admitted as a “club”** because the VSCC had originally booked a visit. Group Prices charged too. Very generous.



In spite of the Mesdames Wood not wanting to do as much walking as their spouses, they found enough exhibits of interest to make their visit enjoyable. As for the boys, each wandered around, map in hand, looking at the buildings and entering some.

For Wayne, a General Store brought back memories of their parents' first shop. Well, actually two shops, a delicatessen and a grocery but they were joined together and only the delicatessen

**entrance was used. (That may have been done to discourage “self-service”** from the shelves, even though they were all behind an extensive counter.) One Old Tailem Town shop had a display of ice-cream containers in a **“Williams” refrigerator. “Freesia”, “Amscol”, “Alaska”, “Sunkist” and others.** Wayne remembered the refrigerators, open-topped, which Williams made and which were proudly installed in the family supermarkets and were claimed to be the first of their kind. He also recalled a cricket match against **Williams Refrigeration. (He hasn't seen the scorebook. Where's it gone?)**



## Stanton Ohlmeyer Memorial Run (cont'd)

Rodney said that he liked the old RAA Road Service Van; not that he had seen any like it in actual service. He and Barbara visited the Bent Elbow pub. I didn't ask him what the beer was like, because being a Sunday morning it would not have been served—unless of course it was on a sly basis somewhere. Remembering that **he usually doesn't drink beer, I didn't pursue the matter.**



He also liked the Chemist Shops with their bottles and pills. Very interesting displays. The General Stores and Emporium also contained interesting displays. They looked as if they would be open for business after lunch. Again, they brought back happy child-hood memories. Shopping with our Mum.

The School and Places of Worship were just as they might be remembered by some of our older folk. Just as some of the buckboard, truck and car wrecks, rusting away without protest, may evoke memories of seeing them driving on the dirt roads and on the paddocks of their rural cousins. The Wood boys can remember fun times riding on the back of various trucks and buckboards. One Chevrolet in particular.

Overall, it was a pleasant visit, cut short by the need to travel to Murray Bridge for our lunch. We only saw a fraction of what was available so will have to plan a second visit, particularly as Old Taillem Town now has new, younger operators.



Wayne Wood





## Steve's Post Marques

## AUSTRO - DAIMLER

Austro-Daimler was an Austro-Hungarian automaker from 1899 until 1934.

In 1890, Eduard Bierenz was appointed Austrian retailer for the German *Daimler-Motoren-Gesellschaft* (DMG). Austrian sales of its vehicles were so good that it decided to begin manufacturing them after **joining with Eduard Fischer's engineering factory. (The works were in the Austrian city of Wiener Neustadt, meaning that DMG became the World's first automotive multinational.) Thus on 11<sup>th</sup> August 1899 the Austrian Daimler Engine Society, (ADES), was founded as a subsidiary of DMG—an arrangement which lasted until 1909.**

Sourcing parts from Stuttgart (Germany), in 1900 ADES built its first car, which featured 2 cylinders, 4 hp and 4 seats. Soon it began producing engines for luxurious cars, trucks, buses, trains and ships.

In 1902, Paul Daimler, (Gottlieb Daimler's son), took charge of the Technical Department. He developed a compact car. (8 hp, and 45 km/h). In 1905 he built the company's first armoured car. However, he returned to Stuttgart in 1905 to take over the research and development department at DMG, which Maybach had recently left.



The "Prince Henry"

Ferdinand Porsche took Daimler's place as technical designer at ADES. Although Austro-Daimler cars were competing at races already, Porsche pioneered aerodynamic usage with two famous racing cars—*Mixte* and *Maya*. He also designed the "Mercédès-Electrique-Mixte" which was manufactured between 1902 and 1907.



Porsche also impelled a company reformation at a time when it had 800 workers. The company was renamed *Austro-Daimler* on 27th July 1906. That same year Emil Jellinek, an Austrian, bought several Austro-Daimler licences to found ancillary companies abroad. In 1908, Austro-Daimler began producing Zeppelin engines. For Porsche this was a personal interest since he liked flying Archduke Franz Ferdinand over Vienna.

Pushing the company's development further, Porsche granted Austro-Daimler's independence from DMG's ownership in 1909. In 1910, the company was renamed *Oesterreichische Daimler Motoren AG*, (Austrian Daimler Engines AG). Its logo was the Austrian Royal double-headed eagle. In 1912 DMG sold its remaining shares. In 1911 Austro-Daimler began producing the "Prinz Heinrich" model, which featured an overhead cam 5,714 cc four-cylinder engine and quickly became famous. It could develop 95 bhp at 2,100 rpm. There was also a less potent version with side valves and a 6,900 cc engine capable of developing 60 hp at only 1,200 rpm. Both designs were by Porsche.

During the First World War, the 4,500 workers of Austro-Daimler contributed greatly to wartime production. Afterwards it returned to producing automobiles, still claiming Royal patronage via its connection with Prince Heinrich. Soon, the company began collapsing and fused with several companies—Skoda, Fiat and Puch in 1928. In the early 1920s Porsche created the 1.3 litre "Sascha" racing cars, (named after their backer, Count Sascha Kolowrat-Krakowski). The smallest model offered was a 2,212 cc four-cylinder.



**Austro-Daimler ADR 22/70**

However, as the economic situation worsened, Porsche abandoned the company in 1923, ridding himself of Austro-Daimler's financial difficulties. Instead, he moved back to DMG in Stuttgart.

The outstanding production car offered by Austro-Daimler during the 1930s was the "ADM", which featured overhead cam six-cylinder engines of 2,540 cc, 2,650 cc, and 2,994 cc.





The last-named of these outstanding vehicles, (the "ADM III"), developed 110 hp at 4,000 rpm and was one of the greatest automobiles of the decade. Also offered was a less luxurious sporting version, the 100 hp "ADR". 1931 saw Austro-Daimler introduce a 4,624 cc eight-cylinder car—a superb, highly expensive luxury vehicle. The last great car built at the Austrian works was the six-cylinder "Bergmeister", which featured an overhead cam 3,614 cc engine that could develop 120 hp at 3,600 rpm. It had a top speed of 140 km/h (87 mph).



**Austro-Daimler 1932 ADR8**



In 1934 the company merged with *Steyr Automobile*, creating the *Steyr-Daimler-Puch* conglomerate.

However, in this same year, Austro-Daimler was dissolved.



**Steve Ford**

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CAR GEEK  
AND  
STAMP NERD**

**WITH HELP FROM  
WIKIPEDIA,  
(THE FREE  
ENCYCLOPAEDIA)  
AND OTHER SOURCES**

## COMMITTEE MATTERS

The Committee met on Thursday 15th May 2025 at Morphetts Vale as was reported in *The Vintage Bulletin* of May 2025.

**Due to the Club's excursion to the State Library on Thursday 12th June**, the Committee Meeting scheduled for that day was postponed until Thursday 19th June. Items from that Meeting may be reported on at the June General Meeting.

Meanwhile, there will be vacancies to be filled at the Annual General Meeting in July. Please consider nominating.



MILDURA VINTAGE VEHICLES CLUB  
25TH BIENNIAL EASTER VINELAND RALLY  
Friday 18th to Monday 21st April 2025

The Mildura Vintage Vehicles Club hosted the 25th Biennial Easter Rally. Apart from a dust storm on Saturday afternoon, the weather was typical of Sunraysia at Easter—warm and sunny.

82 entrants registered. Most attended the Clubrooms at Gol Gol on Friday afternoon to collect their Rally Packs and to meet or catch up with other entrants.

**Saturday morning commenced with a ‘Show and Shine’ at the** Buronga Wetlands. Among the vehicles on display were two replica Ford Quadricycles, built by their owners following plans sent from the USA. Entrants mingled and chatted while the public wandered about, looking at all the vehicles. Whilst there, Daniel Linklater, the Mayor of Wentworth, gave a great welcoming speech and officially opened the Rally. He then walked around the vehicles and judged the best-dressed entrants.

From the Wetlands the entrants enjoyed an Observation Run to the Men in a Shed at Dareton for lunch. After that, there was a short drive to the Sunraysia Early Settlers Museum in the old Coomealla Packers Building. There, members of Men in a Shed started the five-cylinder stationary engine kept on the premises. The Observation Run then recommenced, finishing at Cowanna Almonds at Merbein for afternoon tea and an interesting talk by the owner, Neale Bennett.

The evening meal was in the Clubrooms.



Sunday morning began with a gathering at the Homemaker Centre prior to a drive to the Red Cliffs Historical Steam Railway—where entrants were treated to a half hour train ride, an informative talk and morning tea of scrumptious hot cross buns. From there it was a short drive to Quandong Park in Red Cliffs for a barbecue lunch.

Unfortunately, after lunch one local car, a *Customline*, was unable to leave. Its steering was locked and it just wanted to do circle-work! For **the rest, they travelled along “Spiders Way”**—either to the Psyche Bend Pumps running, (near Irymple) or to go through Mildura and past the Airport to a private collection of tractors, including lots of *Fergies*.



## Easter Vineland Rally (cont'd)

Some entrants witnessed a rally car with fuel issues being driven along with petrol being siphoned from a bottle held outside of the car window. (Another illustration of the versatility of the Citroen 2CV.)

After allowing some time for a rest and a tidy-up, **Sunday evening's** Presentation Dinner was held at the RSL where Life Member, Keith Forster, cut the cake to celebrate the 25<sup>th</sup> Rally held by the Club.

Most entrants had breakfast at the Clubrooms on Monday morning to complete a great weekend and to bid each other farewell until next time.

From our Club, Roger Bennett and Karen Brown, Alan O'Donnell and Marilyn McPhee; and John Clare and Sandy Nash attended the Rally. Four of them were listed on the Prize-list.

The category "Best period costume to match the vehicle" was taken out by "Entrant 29": Alan and Marilyn with their 1962 **Jaguar** Mk2. Incidentally, Carolyn Gowers (see below) was a runner-up in her 1974 **Volkswagen** with Ann Bell.

"Entrant 10" won the award for "Hard Luck Story (in memory of Kevin Telford)". John and Sandy, (below left—left in picture), unfortunately had an accident on the way to the Buronga Wetlands in their 1975 **Renault** 12.



PICTURES BY Carolyn Gowers



The foregoing account of the Rally is an abridged version of a report from the May edition of *The Bulbhorn*, the magazine of the Mildura Vintage Vehicles Club. I am indebted to the Editor of *The Bulbhorn*, George Conner, and the author of the article, Carolyn Gowers, for permission to use the material. Any errors are mine.

Wayne Wood



## PICHI RICHI RAILWAY PRESERVATION SOCIETY OVERHAUL OF STEAM LOCOMOTIVE T186



**T**he Pichi Richi Railway's steam locomotive department's current major project is the overhaul of former SAR loco T186.

The T class comprised 78 locos built between 1903 and 1917 by three builders—South Australian Railways Islington Workshops, James Martin and Co. in Gawler and Walkers Limited in Maryborough, Qld. They were built for the original Northern Division of the narrow gauge, (3' 6"), which became the Peterborough Division, and later, also for the isolated Port Lincoln Division.

In 1920–21 six were sold to the Tasmanian Government Railways and in 1922–23 five were converted to broad gauge, (5'3"), at Islington and based at Taillem Bend for use in the Murrumbidgee. All were converted back in 1949. Several were hired by the Commonwealth Railways for use on the Central Australia Railway during and after World War 2. This **continued into the 50's and 60's, also for use on the Leigh Creek coal trains and on Quorn to Hawker goods trains.**



### Overhaul of loco T186 (cont'd)

During their lives, several modifications were made—steam turbo generators and electric lighting fitted; tender sides extended higher for extra coal capacity; pressed steel cow catchers to replace the bar type; stove pipe funnels for the flared copper tops; and, progressively, 3 different smoke box lengths, the first extension for the fitment of super-heating and the final one for the fitting of Cyclone spark arrestors.

From 1948, many were converted to either full oil burners or dual coal/oil, both of which included the fitting of oil tanks into the tender.



T186 was built in 1909 by James Martin. Later it received all the usual modifications including conversion to oil and was condemned in May 1970 and purchased by Sims Metals for scrapping. The Australian Railway Historical Society (SA) saved it and ownership was transferred to the Pichi Richi Railway Preservation Society when it formed in 1974.

It was sent to Islington for restoration, which included the fitting of a newly overhauled boiler which was already waiting to go into the next overhaul, and which wouldn't have happened if this loco wasn't saved. Final fit out took place at Peterborough before transferring to Quorn and many years operating for Pichi Richi. Pichi Richi's first public trains were during the Peterborough Railway Centenary in October 1976—something I fondly remember as a 6 year old.



### Overhaul of loco T186 (cont'd)

It was taken out of service just over 20 years ago in need of an overhaul. Nothing major was wrong but it has been stored since then due to other projects and general maintenance of the operating fleet. Its time has now come. Stripping began in January 2024 with work this year concentrating on the boiler, including conversion back to coal-fired. The mechanicals will be concentrated on after this.





## Overhaul of loco T186 (cont'd)

So far, the signs are very good. Most items are in good condition—but **it's still a massive project removing stubborn parts that haven't been** touched for many years, checking, cleaning and rebuilding as necessary.

**It's hoped to steam test the boiler out of the frame later in the year. The time depends on other jobs and any issues with the operating fleet but it's hoped to have it finished for the 150th anniversary of our line between Quorn and Port Augusta in 2029.**



## Overhaul of loco T186 (cont'd)

The previous pictures give an idea of the work involved in the restoration of T186. The next picture is of the Pichi Richi Volunteers who are working on the former SAR loco to make sure that it will be ready for the celebrations in 2029.



WORDS AND PICTURES BY

Chris Hudson

*Rear Vision*

## THE HOLDEN COLLECTION

**At The State Library until 22nd June 2025**

**Bob Preuss** sent a message the other day. He said that he visited the Holden Exhibition at the State Library and found it to be "...very interesting with a fair bit of reading about the history of Holden (cars) and of Holden's during the War." He was there about an hour and also found that upstairs there are bits of history of South Australia displayed on pillars. "First flights, first Policewomen, John Martin's and so on. Also very interesting."

**There's still time to visit.**



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Model A FORD Fender Braces and Headlight Bar  
for the Murray Bridge Men's Shed Project.

**Steve Ford: 0497 377 774**

## For Sale

HOLDEN *Commodore* VR Sedan, 1992

White, 4-door, Automatic, Good Straight Body,  
No Rust, Dual Fuel, Tow Bar, Rear Spoiler.

Needs some work. Ideal project for Holden enthusiast.  
Not Registered. Can be heard Running. Many Spare Parts.  
\$750

**Phone: 0456 415 811**

## Give Away for Donation

4/4

AUSTIN *Seven* Generator

Missing brush covers. Crack as per pic. Driven off a gear inside slot.

**Has been "motored" so all good electrically.**

**Price: Donation to Murraylands Men's Shed Model A Ford Project.**



**Steve Ford: 0497 377 774**

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# Wanted

Used tyres 500x19

For HUMBER car.

Must be roadworthy.

**Heinz Brandt:**

**0491 121 312**

3/4

# For Sale

## 1920s GWYNNE 8 Roadster

A rare car well known to Members of The Vintage Sports Car Club of SA is again available to a new owner.



This mid-1920s GWYNNE-8 roadster with a dickey seat is for sale.

Believed to be 1 of around 30 cars remaining world-wide.

Unpainted high-quality aluminium body in very good condition, with excellent trim, hood and side curtains.

Rebuilt, and running, engine is ready to fit.

Elderly owner cannot now complete assembly due to ill health.

For sale as is, where is.

Car is available to view in Hackham.

For all details, please phone Brian on 0438 705 720.

4/4

## Newly re-wooded Steering Wheel.

Taper is 1" at biggest,  $27/32$ " at narrowest and  $1\frac{1}{2}$ " deep.

\$250 or best offer.

4/4



Funds to support build of Model A FORD Woody Wagon by Murraylands Men's Shed.

"Spiders" also re-wooded if required.



CONTACT::

[mbmensshed@gmail.com](mailto:mbmensshed@gmail.com)



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