President's Report

Hello All.

For those who didn't go to the end of year do, you missed out on a great night.

Thanks once again to Maria and Shane, and to Maria's parents for making us all feel like one of the family. The effort that was put in was outstanding, as with all our BBQ's the Member and family really go out of their way to make it a great night.

Far better than a night in a Pub shouting at each other.

A lot of interest was shown in the "Flintstones" truck at Shane's, 10/10 for ingenuity, but being towed at 60km “you must be dreaming”.

We have a few items on our calender this year, the biggest is the club's get together in May 25-26, I'm looking forward to it.

With all the heat and wet weather, it hasn't been the best of times to play with our engines, myself, I've been looking at a problem magneto and rebuilding a 1958 Lucas starter motor.

Well I'm looking forward to all the new stories this year, and a few of the old ones as well.

Like the story of the Electrician diagnosing a problem with an electric drill, was told “had to be brushes”, but failed to mention to check the power lead first.

See ya…

Andy Nicholson
I have been lucky to recover a Southern Cross ESB diesel engine, there was only 21 of these engines made and only 2 have been found with a good chance of no more to be found.

These engines were made in 1949 only and only as a test batch on trial before making larger batches. After some negative complaints about the engine manly exhausts valve failure, oil leakage and the cost of making such small water cooled engine which meant it was not competitive on the open market.

The foundry’s directors decided to recall all the engines and the customers compensated but some buyers were satisfied with the engine and chose to keep them (maybe only 2 customers), it is not recorded just how many were recalled with the ones that were recalled put in corner with other failed experimental products.

Is this engine restorable? Don’t know yet it does have a few problems but it will be cleaned up painted and preserved as a sample of what Southern Cross tried to make.

I have also recovered a Southern Cross EED petrol engine, there was 100 EEDs made in 1958 and 200 made in 1959 and out of the 300
made only 4 have been found, condition of engine unknown but all the important parts are there.

The next engine I have had for about 1 year when someone asked me ‘have you got all your Southern Cross engines on the register’ so thought better check only to find an engine that I thought was a PAA was in fact a PF, the PF looks just like a 4hp PAA with most parts the same.

I checked the records to make sure that it was a PF and yes it is a PF then I realised that there was only 60 PFs made with one being found and I have it.

Southern Cross made a number of low volume engines our president ‘Andy’ has just recently recovered a 6hp PC first made in 1931 last made 1938 with a total of only 435 made and amazingly 11 have been found and there might be no more to be found.

So don’t walk past a Southern Cross engine, it just might be one where only a few were made.

PB 3hp 250 made
PB 4hp 373 made
PB 3 ½ hp 9 made
PC 5hp 275 made
PC 6hp 435 made
PC 6-7hp 37 made
PD 7hp twin 10 made
PD 8hp twin 16 made
PD 9hp twin 12 made

Above and Above Left: Southern Cross EED No. 57381. Only 300 were ever made, between 1958 and 1959.

For all your insulating requirements on roofs, mobile homes, caravans, etc, see the new space age Proshield from Jesse’s Quality Paints - Your One Stop Paint Store - 14 Carlton St Kirwan.
Left: Southern Cross EED No. 57381.
Below: Southern Cross ESB No. 31737.