

# TAPPET<sup>®</sup> CHATTER



## September 2010

Official Newsletter of the  
**ADELAIDE HILLS MOTOR RESTORERS  
CLUB**

Postal Address: P.O. Box 65 Littlehampton 5250



## OFFICE BEARERS 2010 - 2011

### PATRON

Mike Sheehan

### EXECUTIVE COMMITTEE

President	Allan Wheaton	8382 9413
Vice President	Peter Templer	8398 0837
Past President	Margaret Baughan	8261 2946
Secretary	John Wright	8390 1517
Treasurer	Lyn Short	8552 8211

### COMMITTEE

Sandy Wheaton	8382 9413
Louella Gray	8391 0247
Paul Maloney	8391 2693
Domo Saric	0407 216 317
Ben Wye	8388 1380
Brenton Heinrich	8389 7542
Andrew Manning	8524 2072
Duane Emmerson	8398 5241

### OTHER APPOINTMENTS

Events Director	Neil Gray	8391 0247
Historic Vehicle Registrar	Les Johnson	8398 2311
Assistant Vehicle Registrar	Dick Johnson	8339 1003
Federation Reps.	Maurice Emmerson	8388 6002
	Ray Mossop	8258 9295

### Vehicle Inspector

Dick Johnson	8339 1003
Les Johnson	8398 2311
Richard Waddington	8568 5019
Ray Mossop	8258 9295
Clem Osborne	8390 1839
Ian Hentschke	8536 2774
Brian Walsh	8391 0118

### Editor

Duane Emmerson 8398 5241

### Assistants

Ben Wye	8388 1380
Maurice Emmerson	8388 6002
Paul Maloney	8391 2693

### Librarian

Paul Maloney 8391 2693

### Caretaker

Paul Maloney 8391 2693

### Property Officer

Mike Sheehan 8391 1627

### Web Site Coordinator

Dick Turpin 8356 7952

**General Meeting, 16th September, 8.00pm**  
von Doussa Clubrooms

# PRESIDENTS REPORT

September 2010

**Clubroom Heating** – The Committee has decided to purchase four wall mounted gas heaters and the necessary mounting and plumbing fixtures. The order will be placed as soon as we can get to the supplier.

**Clubroom Seating** – Paul Maloney, with assistance from other Committee Members has been authorised to purchase 100 padded chairs for the clubrooms. The old chairs will not be wasted. We will store them at the oval shed for use at functions like Power of the Past which should reduce some of our substantial equipment hire charges.

**Clubroom PA** – We have received a great deal of conflicting information on what would be a suitable system for the clubrooms. To this end we are attempting to borrow a PA with cordless microphones for use at a meeting, to ensure what we are considering is really suitable.

**Hookshed Lighting** – A number of fluorescent lights have been donated to the Club by a Member. The Committee/shed group are arranging to have the lights connected. This will improve safety for those working in the shed. We are getting to the stage where we have a useful and well equipped workshop thanks to the efforts Ben Wye and Maurice Emmerson and the shed crew.

**Tappet Chatter** – Our faithful photocopier has given us great service but is not coping with the demands of printing the magazine. We have looked at the sums – new photo copier against commercial printing. We believe that commercial printing is the cheapest way to go at this time.

**Sunnybrae Museum** – John Wright is providing the Museum with a memorandum of understanding on our requirements for any transfer of assets. The ball is now firmly in their court.

**Christmas Dinner** – The dinner will be held on Saturday December 11th at the Hahndorf Bowling Club. Please make a reservation in your diary.

**POP 11** – The process of organising POP 11 has started in earnest. Entry forms will be posted on the web site and mailed out shortly. The Committee have decided that the horses will not be part of the grand parades at POP 11. We acknowledge that the horses have proved very popular, but our decision has been based on safety. There was a safety incident with a horse last year and due to the confined space at recent POPs we have decided that the risk is too great. We will offer the horse group the opportunity for a static display.

**Web Site Upgrade** – The university has allocated a student to help with the upgrade. We will keep you posted.

**Vale Neville Baughan** – It is with great sadness that I report the passing of our Member, Neville Baughan on 20/08/2010. Neville's passing was the final stage of a very private but determined struggle over many months. Our condolences go to Margaret and the family. Margaret offered me the privilege of giving a Club eulogy for Neville. At the request of Members that eulogy has been reproduced in this edition. I am very proud to be part of a club that showed such care and concern to Neville and Margaret at this difficult time.

**Vale Pat Kelley** – With deep regret I need to advise you that Pat Kelley, wife of Trevor Kelley and sister of Roger Pfeiler, passed away September 7th 2010 after a long illness. Our Sincere condolences go to Trevor, Roger and family.

# Neville Baughan

28/12/1932 - 20/08/2010

Neville and Margaret joined the Adelaide Hills Motor Restorers Club in 1996.

My first real contact with Neville was some years ago at the Waikerie Hit and Miss Rally.

There was this quite man sitting behind his beautifully prepared engine. It was near lunchtime and while the fancy barbeques and gas cookers were being fired up there was Neville heating up his tin of lunch by dangling it in his engine hopper.

I know that this is a simplistic analogy, but this was typical of Neville. If there was a simple improvisation to get a job done he would use it.

It was my first rally and I was having a temper tantrum about an engine that wouldn't start.

The engine was being threatened with a hammer and Neville came over and diffused the situation by making a simple adjustment and away the engine went.

Neville was an accomplished machinist and fitter who achieved high results with very little formal training. Many machinists can produce high quality work but even after retirement Neville was still producing high quality work in commercial quantities and was also in demand for specialised work.

Adaption was a key skill for Neville. He would adapt machine tools to deliver outcomes for which they were never designed. Neville was also a builder from scratch and the cranes and trolleys that were used to move his engines were often built almost from nothing.

One of Neville's favourite pastimes was his daily walks. Margaret always thought he did this for his health but his real reason was to get first choice of the road side collections and the treasures they contained. Be it a useful piece of steel or an engine, one of Neville's favourite expressions was "it followed me home".

Improvisation wasn't only limited to stationary engines. Neville obtained a huge factory air conditioner to install in the home. The unit worked very well, a bit too well in fact because Neville owned up to me he had to detune it to avoid the windows being blown out.

Neville's faithful Ford truck needed some refurbishment about eighteen months ago.

The kingpins needed replacing and I asked Neville if it would be difficult to get parts.

"It won't be a problem, I've got an old axle behind the shed that I will make them out of".

The Ford will never win best original vehicle as I don't think it has any original parts except the body but it will still be going long after its peers have stopped.

Since joining the Club I have been lucky to have a number of mentors who have taught me so much about our restoration hobby and the Club. A number of those mentors are here today.

One of those mentors was Neville. Always generous with his time and expertise I was fortunate to spend time with Neville in the shed learning the craft.

He never displayed reluctance to answer just a few more obvious questions.

One of Neville's maxims was "The engine has to be driving something to make it interesting or the public won't stop to look". I have come to realise that the comment it is very true.

I didn't always agree with him though and there was one area that was a constant source of jibes.

Engine trolleys have to have wheels and not sleds as Neville liked. In some cases he was often correct but I wouldn't give in then and I am not giving in now. On one tour of the shed Neville said "too many engines to restore and not enough years left".

Sadly this prophecy came true with Neville's last engine, a Kelly & Lewis diesel sitting in the shed not quite completed before he became too ill to continue.

Neville and Margaret's home is littered with awards that have been won for their engines and machinery. These awards are evidence of Neville's skill as a restorer. He didn't just do "Dulux" restorations for example, a coat of shiny paint. His engines certainly looked good with plenty of shiny brass to please Margaret.

Even more important to Neville, they performed well and in fact probably ran better than at the time of their creation.

Neville never held any Club office or served on any Committee.

That does not diminish Neville's contribution to the Adelaide Hills Motor Restorers Club.

Neville and a number of Club Members spent almost four years part time restoring our large Blackstone engine and the fact that it runs today at Power of the Past is a tribute to their skills and ingenuity.

When Margaret took on a Committee role with the Club, Neville's service took on an equally important but different role. Neville spent endless hours driving Margaret to meetings and then having to sit through the meetings. This sometimes meant driving to Mt Barker three times in the one day. Other Members have told me that when Margaret was in office Neville ensured that there was never a single committee or general meeting missed.

Through my involvement with Margaret with a variety of Club projects from Power of the Past to the National Rally we have spent many hours working on projects together. Neville would sit patiently through these sessions waiting to take Margaret home when we had finished.

Without Neville's support I very much doubt that Margaret would have been able to make the exceptional level of contribution to the Club that has been evident of this husband and wife team.

Neville supported and belonged to other restoration clubs as well. A visit the Royal Show and you can see the old Blackstone engine driving the sheep shearing demonstration which was repaired due to Neville's skills.

Neville has been described as a gentle man and while that was true his quiet exterior disguised a very strong will and an intense protection of Margaret. At one point Neville became concerned about Margaret's health and her workload at the Club. I was advised very firmly that Margaret would be easing back and I quickly realised discussion was not an option.

Determination and resolve not to impose on anyone was an integral part of Neville's character, be it in the quality of his restorations, reroofing the house on his own at over seventy years of age or loading his engines at rallies (as many Members here today will know) or more essentially his reluctance to leave Margaret in the latter stages of his illness.

Neville fought all the way through.

Only a few weeks ago while obviously very ill in the hospice, Neville was explaining a Club project to me that he wanted to start after he had got over the illness.

The last Adelaide Hills Club meeting was at times rather sombre with Members concerned about Neville and Margaret.

Margaret has asked me to thank our Members for their generosity, support, kind thoughts and prayers. The Adelaide Hills Motor Restorers Club has lost a valued Member and Members have lost a good friend.

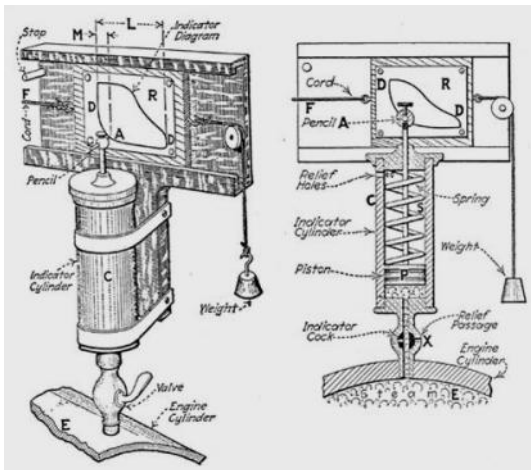
On a personal level I will miss Neville's chats and advice on the phone and in the shed and his encouragement to, "retire and do some real work restoring some engines".

# ENGINE INDICATORS (Part 1)

Summary of talk presented on 15<sup>th</sup> July 2010

Indicators were invented in 1796 by one of the greatest minds of the industrial revolution: James Watt.  
He kept it secret for 20 years!

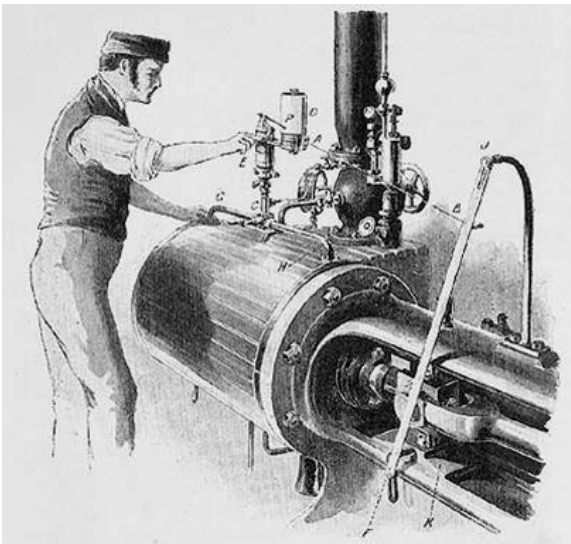
Indicators work by simply recording the pressure in a cylinder over the working cycle of an engine (steam, oil, petrol etc). A trace of pressure is drawn on a card and Watt's first version had a flat card.  
Later instruments had a drum which the card wrapped around. The drum was turned by a string or cord attached to the crosshead of the engine or some other reciprocating part. Often pendulums were set up so that the string could be attached to make the drum turn just enough to cover the card.



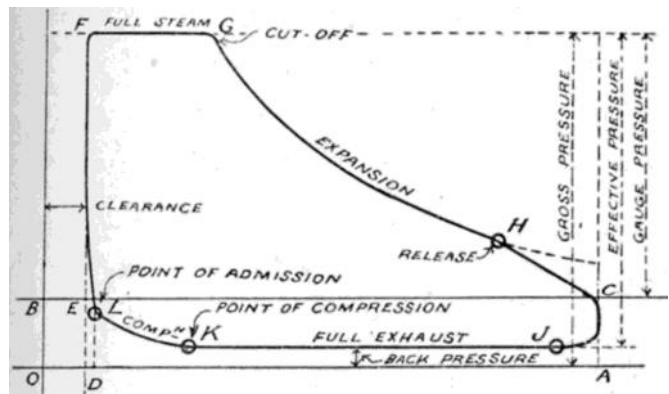
James Watt's first flat card steam Indicator (1796)



Early brass drum Indicator. Note springs for high and low pressure and lever to exaggerate spring movement.



Drum Indicator with pendulum to pull string (is this a portrait of John Weidenhofer as a young man?).



Steam Engine Indicator Diagram

Indicators produced Diagrams which could be used to diagnose problems with an engine's settings and also allowed calculation of Indicated Horse Power: the area under the curve is directly proportional to the power of the engine. Indicators were at there best with slow revving engines and many inventions were made to adapt them to high speed four stroke engines but they never caught on and became obsolete by the 1950's.

Next month I will describe planimeters and there use in interpreting Indicator Diagrams.

**MINUTES of  
ADELAIDE HILLS MOTOR RESTORERS CLUB Inc  
GENERAL MEETING  
Held on 19<sup>th</sup> August 2010 at 8:00 pm in the von Doussa Clubrooms**

**Speaker:** No guest speaker

**Thank Speaker:** Not required

**Meeting Opened:** 08:03

**Welcome:** The president welcomed all in attendance.

**Raffle:** Reminder 1 for 1 or 3 for 2. Five meat trays were the major prizes.

**Members:** Members asked to fill in the attendance book as it circulates.

**Visitors:** Any visitors present were asked to sign the visitors' book.

**New Members:** No new members present at the meeting.

**Apologies:** Apology & attendance register were circulated.

Neville & Margaret Baughan, Brian Bart, Brian Eatts, Bev & Joe Hunter, Malcolm Gill, Brenton & Pam Heinrich, Keith Powell, Sharon Webb, Ashley Watson, Ken Collins, Don Harding, Maurice & Jan Emmerson, Mathew Gray, Grant Cameron, Bryce Douglas

**General Information:**

Reminder Scheffilm DVD is available for \$25 See Allan if you are interested.

Neville Baughan in Hospital and in a serious condition..

**Minutes of previous general meeting:**

**Corrections** – Nil changes

**Motion:** Acceptance of minutes

**Moved:** Frits Ordelman **Seconded:** Ben Wye **Carried:** Yes All In Favor

**Business Arising From the Previous Minutes:**

**National Rally** – Barry Martin presented a final financial report.

**Motion:** That the proceeds from the National Rally be used to provide a PA, Heating and seating for the Clubrooms.

**Moved:** Barry Martin **Seconded:** Frits Ordelman **Carried:** All in favour

**Recreational Precinct** – No further information to date. Glen Dix wants to start a motor sport museum in the area. However this is very much in its infancy.

**Sunnybrae Museum Dissolution** – A Memorandum Of Understanding has been prepared and will be forwarded to the Enfield & Districts Historical Society for signing and action. The president called for a show of hand as to members who are interested in staffing the museum on a roster basis.

A number of members indicated their availability.

**Web Site Upgrade Progress** – Web site upgrade through UniSA will not progress this year.

Option 2 is being investigated using the UniSA server.

Dick Turpin advised that Mark Randell's talk is on the web site.

**Clubroom Heating** - The president express dismay at the time taken to reach a decision.

Comparative quotes have been received and a decision will be made at the next committee meeting.

**Motion:** That the Committee be authorised to purchase heating, seating and a public address system to value of the profit allocated from the proceeds of the National Rally.

**Moved:** Barry Martin **Seconded:** Frits Ordelman **Carried:** All in favour

**Collection of ElectraNet Spares** – Spares have been collected from Electranet Substations.

Allan thanked all who attended to assist.

**Clubroom Disabled Access** – Letter written to council. Currently awaiting a response.

**Fundraising Crop** – The club fund raising project of putting in a hay crop will go ahead if council will lease land to AHMRC.

**Club Room Extensions** – Report to be prepared for committee. Ray Mossop has handed a lot of back ground to extensions.

**Electronic Tappet Chatter** – Feedback on the electronic copy of the tappet chatter is positive. Colour photos is a positive.

**POP 11** – Hart Paar/Oliver/ Kelly Lewis Picture - The president thanked for photo's for the interim POP 2011 flyer produced.

**Correspondence In:** See Attached list

**Correspondence Out:** See Attached list

**Business Arising from Correspondence:** Nil business arising from the correspondence.

**Financial Report:** Refer to attached treasurer's report.

**Questions/Business Arising From Financial Report:** Nil question on financial report

**Acceptance Of Financial Report:**

**Moved:** Lyn Short **Seconded:** Ray Webb **Carried:** YES carried All In Favour

**Conditional Registration for Historic Vehicles Report:**

Les Johnson reported 43 log books to be stamped. To date 21 stamped at tonight's meeting.

Currently the club has 135 vehicle on the register.

Brian Walsh to act on Les's behalf while he is on holidays.

Les expressed concern as to the number of vehicles that have not been sighted in the past 12 month as required by the Code of Practice & the club bylaws.

In addition to the number of log books that have not been signed.

Les suggested that the club should consider a late fee or consider changes to the constitutional changes

**Federation Of Historic Motor Vehicles Report**

Ray Mossop reported that there has not been a meeting therefore nothing to report.

**Coming Meetings:** Committee meeting 2<sup>nd</sup> September 2010.

**Event Coordinator's Report:**

Neil Gray thanked all who attended the Strathalbyn Antique Fair. The weather was not the best which limited the number of attendees.

**Old Car Day:** 1<sup>st</sup> Sept 2010 at Bethany Reserve. Attendees to meet at club rooms at 10:00.

**Murray Valley Rally:** 11<sup>th</sup> & 12<sup>th</sup> September 2010 at the Murray Bridge Showgrounds.

**Shed visit** Bob Weidenhofer will open his shed for a club visit on the 22<sup>nd</sup> September 2010 (Wednesday).

**Oscar W:** Club event on the long week end in October 2010. Board to be circulated next meeting.

**Past Events Reports:** Junction Rally:- Ray Mossop made a number of model boats which raised \$165.00 for the Make a Wish Foundation.

**General Business:**

**POP Printing** – Due to ongoing problems with the photocopier the club may have to consider having the Tappet Chatter produced commercially. Pricing to be investigated.

**Bequests:** The president tabled a change to the club bylaws. See attached bylaw in relation to bequests.

**Motion:** Include the attached bequests into the club bylaws.

**Moved:** Gordon Cowley **Seconded:** Peter Daw. **Carried:** All In Favor.

**Business from the floor –**

**Bank Account Signatories:** The club bank account signatories are: Paul Maloney, Lyn Short and Allan Wheaton.

**Shed Day:** Next Thursday 26<sup>th</sup> August 2010. Ben also advised that alternative days can be arranged to suit people.

**Michelin Man:** Ray Mossop asked where he came from. Ray Bailey owned up to supplying him.

Thanks to Ray for the donation.

**Paul Maloney:** Reported that 44 books have been donated to the library this month. Thanks to John Loftus and Carlo Didiano. Paul also introduced a visitor to the meeting Casey Morton. The members welcomed Casey to the meeting.

**Les Johnson & Trevor Kelley:** Are going on a holiday together to Alice Springs to visit the Transport Hall of Fame.

**Raffle Winners:** Five meat packs and a bottle of olive oil were offered as prizes for the raffle.

**Next Meeting:** Thursday 16<sup>th</sup> August 2010

**Meeting Closed** 21:30



# PS Oscar "W"

*Picnic on the Goolwa Wharf*

Sunday 3rd October 2010

Following the success of the last two years this event could become an annual showing of Cars, Engines and Machinery. A great picnic day with entertainment and all types of other activities to keep us occupied, even a quick sample of beer from the adjacent brewery.

Provided the Clubs Insurance Policy is accepted by the "Goolwa Alive" Committee, we will be offered the same lawned area adjacent to the Goolwa Wharf as last time. This allows us full view of the Oscar "W" and other water activities, as well as regular movement of the Stream Ranger train from the railway station.

The "Goolwa Alive" Committee is arranging street displays with food and wine for the main street as well as the regular Goolwa Markets in the Railway/Wharf precinct.

**Further enquiries Co-organisers: Allan Wheaton, 8382 9413**

## Bendigo Swap Meet Coach Trip

**November 13 - 14 2010**

44 seat air conditioned coach with TV and toilet

**Friday 12 November:-** Coach departs Central bus station, Bowen St, just off Franklin St at 8.30pm, Pick up at Mt. Barker Interchange at 9.10pm, Callington at 9.30pm and arrive at Tailem Bend Shell Roadhouse for a comfort stop about 10.00pm.

**Saturday 13 November:-** Arrive Bordertown Roadhouse at 12.10am, and depart at 12.35am. Arrive at the Bendigo Swap meet at approx. 6.00am, Parking in the showgrounds. A light breakfast will be supplied and we spend the day at the Swap meet, departing at 4.30pm (SA time) to the Philadelphia Motor Inn in Echuca, arriving at 5.45pm. Dinner is at 6.45pm (SA time).

**Sunday 14 November:-** Breakfast at 6.45am, (SA time) we depart the Motel at 7.45am and travel back to the Swap meet to spend the morning. We depart the Swap meet at 12.15am (SA time) to return to Adelaide. After a comfort stop at Horsham, we arrive at Tailem Bend for an evening meal at the BP Roadhouse at 7.00pm (phone available at the Roadhouse) depart at 8.00pm arriving at Mt. Barker at 9.00pm and Adelaide at 9.45pm.

**Please note all times mentioned are SA times**

**Cost: \$231 per twin share, Single \$263 (incl GST)**

**Please note only 6 single rooms are available.**

**The cost includes:**

- \* Return coach travel to Swap meet grounds (Parking inside the grounds)
- \* A light breakfast on arrival Saturday morning
- \* \$12 two day entry pass into Swap meet
- \* Motel accommodation, Dinner Saturday night, cooked breakfast Sunday
- \* The coach has a very large storage space to enable you to bring back that mudguard, motorbike parts, or box of spares that you find.

**For further information contact, Bob Kay, 267 Hancock Rd. Banksia Park 5091, 08 8265 0442**

**Cheques made payable to Bob Kay**

**Phone numbers: Southside Roadlines, 8348 6860. Philadelphia Motor Inn, Echuca 03 5482 5700**

# OLD CAR DAY

Wednesday 1st September 2010

Bethany Reserve, Bethany.



The first day of spring, but it didn't feel or look too inviting as a small group of members gathered at the Clubrooms ready to drive to Bethany to join other Clubs Members to celebrate Old Car Day.

This day 1st of September is promoted by the Federation of Historic Motor Vehicles as a day to get old cars out on the road for people to see, and not be hidden away in their sheds.

Hosts for the day were the Gawler Vintage, Veteran and Classic Vehicle Club.

The drive to Bethany is through beautiful country, Lobethal, Gumeracha, Mt Crawford Forest, past the reservoir, now full to the brim, and on into the Barossa Valley.

On arriving we found a place to park, set up the gazebo, had lunch and then we walked around admiring the wonderful old cars on display.



Every size and style of car imaginable, from a Fiat Bambino to a huge old Rolls Royce,



numbers were down from last year, due most likely to the threat of rain, although it didn't rain while we were there.

Around mid afternoon, we along with others started to head home, and very soon the reserve was empty.

But all agreed it was a good



day out in spite of the weather.

Thank you to Club Members who went on the run, and to those who met us at the reserve.

Phil Luke - Holden, Gordon Cowley - Cortina, Peter and Chris Templer - Valiant,

Ray and Jeanette Mossop - 28 Falcon Knight, Ben and Lorraine Wye - Morris 10,

Brian Walsh and Tony Winton - Hudson, Paul and Nayrene Maloney - Mercedes Benz



# National Road Transport Hall Of Fame Reunion 2010

Jean and I went up in 2005, enjoyed it so much, so on Friday August 20th, off again in the Nissan Wagon and Caravan.

Leaving at 7.20am; Murphy came with us, as I had left the nearside window down overnight, and it rained 11mm, so Jeans seat was a little wet, towels did help.

At Port Wakefield for morning lunch, Jean noticed water mid way of the Patrol on the ground, so out went a container of drinking water.

At Pimba diesel was \$1.52 a Litre, some people thought it was too dear, going up further it's dearer.

At Woomera no powered sites left, so we had lights and gas with us, no problems.

I thought it very unusual to see a person, with swallow tails and black hat coming out of a camper trailer, and I said to him, a little overdone, he said, he was going out.. Jeans little dilly bag, she had was wet, the last of Murphy for the day.

Saturday 21st, left Woomera at 7.45am, arriving at Coober Pedy at 12.15pm, saw a couple of trucks and old caravans staying the night.

Sunday 22nd August, Murphy re-woke up, as Jean was closing the air vent on the roof, it broke, so had to take it off and give a temporary mend. At Marla saw Keith Ashby, with his Ford Thames Trader, overnight stay at Kulgera, joined with a few more trucks, making their way to Alice.

Monday 23rd August, the last leg of our destination, arriving at Alice Springs at 2pm, my brother and his wife Jan, arriving one hour before us from NSW, not long after Les Johnson and Trevor Kelley arrived.

Tuesday and Wednesday it was wet, but found time to go to the Casino for lunch on the Wednesday and a \$1 each on the pokies. Saw the Todd River with a small flow of water, for a short distance.

Thursday - off to the Transport Museum, surprising the ground had dried out so much, this years rainfall 500mm (20 inches) twice normal rainfall, last year 75mm (3 inches). In the evening to the Market in the Mall, back to camp for Country and Western music, with 3 large log fires.

Friday a little time at camp talking to our little group, then back to the Museum in the afternoon, evening Didgeridoo demonstration.

Saturday - Shopping with the ladies and back to Transport Museum, at 4.40pm the main gates were shut, and my brother and I left through the side gate, as the evening function started at 5.30pm, with the evening meal at 6.30pm. 1000 people for dinner at \$100 per person.

One could get a \$5 entry ticket for the complete function from 24th to 29th August.

Sunday 29th August, The big day, weather perfect, sunny, no dust after the rain. The parade started at 9.00am from the Shell Truck stop on the Stuart Highway (Darwin side). We selected our spot on side of road, first truck at 10.00am and continued to 12.00noon, a magnificent sight seeing the vehicles of the past, a few buckboards and 5 Ferguson tractors TEA models, 2 Pioneer Clippers of the 1950's (tourist coaches), Kenworth and Macks were the main trucks.

An Albion truck, chain drive from Parkes NSW restorers club.

Saturday when we checked up, we were told some 800 would be in the parade, but there was not that many.

This time around a lot more restored vehicles, some people spent more than \$100,000 on restoration..

In the evening looking to celebrate the wonderful sights of the procession, to get a meal hard, anyway I (Brian) was busting to drain, ones radiator, a person well worn with alcohol, said it was great to have a beer, I said we want a table for a meal, he said he knows the Chef, to get a Steak and a Beer for \$5, I did not believe the beer side, we got a table, ordered the meal and drinks and was told we also get a beer thrown in! I cannot believe it, a Steak, chips, gravy, a little salad, and a beer for \$5.00.

We had too much beer, so gave one away to an unknown person.

The next reunion is 6 years time, so booked a meal with the same place, with the same Chef..

We were told with people in the parade, a lot more spectators, it was well worth the trip, arriving back Thursday September 2nd incidentally this was our 49th Wedding Anniversary (I forgot) after being told of the date.

We had a roadhouse meal at Port Wakefield, my meal was great, but Jeans meal was not so good, but you can not have everything.

A glass of red wine went well after we arrive home.

Brian & Jean Bart.



# LAKE EYRE

At the beginning of August I was fortunate to go up to Lake Eyre with my daughter in their four wheel drive. We set off from Carrieton heading due North, through Hawker, Leigh Creek to Marree, never having been there before it was all new country to me. The bitumen road finishes a bit north of Leigh Creek and then runs into dirt, then there is 17Kms of bitumen and then more dirt into Marree.



The next morning we took a 2 hour flight up the Birdsville Track to where the Cooper Creek crosses it, then followed the Cooper down to

Lake Eyre North. The country is so dead flat that the Creek spreads out for Kilometres before it gets to the Lake, through creeks gutters and even the flat land, this is what amazed me so much. From the North we flew South and although fairly high up, you could see the birds, mainly Pelicans in their groups on the Islands in the Lake, Thousands of them!

There is a gutter connecting the two parts of the Lake, I can't remember its name, this was not running, but was expected to in a few days.

We spent overnight at the old Marree Pub, which is now a Hotel/Motel. The Motel part consists of mining type dongers, two separate rooms with on suites, quite good really.

In the morning we set off up the Birdsville Track which was opened that morning, having been closed for a week.

This was a right old mess, there had been quite a lot of traffic on the road before us that had cut it up a lot.

We were heading for the ferry crossing across the Cooper and after about 100 Kms we took a bypass another 28 Kms.

At the ferry there was about 15 four wheel drives waiting to get across, but I think some of them were just going across and back just for the fun of it.

The ferry was pretty rough, it had been sitting in the dry creek for the last 20 years since it was last used. It was made with 2 pontoons with some 44gallon drums underneath for extra buoyancy, and an outboard motor each side for power, and would only take up to 7 metre length. So it was one vehicle at a time, it was running on cables and is a smaller version of the Murray River Ferries.

On the way back to Marree, I counted the number of times we had to cut down in gears and crawl

through the crossings, 100 plus and one of them was a fairly big creek with 50 centimetres of water in it, but with a firm bottom.

It was called Frome, and I think it may take the overflow from Lake Frome into Lake Eyre South. They say the water could be around till January, so anybody who wants to see it still has plenty of time.

It was a truly amazing experience!



Jack Muller

# AHMRC Recent additions to the Library. August 2010

**Veteran and Vintage Cars of Australia.** Malcolm Grant  
Publ:1972 p.108 ISBN: 0 589 071149

**Massey Ferguson** TE20 – FE35 Service and Repair  
Manual. Models TE-20, TE-A20, TE-F20, TE-H20,  
TE-D20, FE-35 Gregory's No.187 Reprinted 1991 ISBN:  
85566 537 8 ISSN: 0727-6117

**Massey Ferguson** Tractors. Michael Williams First  
Published in 1987 This Edition Published 2005 p.128  
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**Massey-Harris** Model "25" Tractor Service Manual p.64  
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**Massey-Harris** Model "25" Tractor Service Manual  
Supplement Effective With Tractor No 73112-Up and  
85000-Up. p22

**Massey-Harris** Model "25" Tractor No.73112 and Up  
No.85001 and Up. Repair Parts List Number 33 p31.

**Sunshine** H.S.T. Engine-Functioned Header Instructions  
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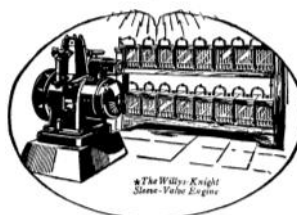
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## **PLEASE NOTE**

This will be the last edition of the Tappet Chatter that will be produced "in house".  
From next month, if you have any stories, articles, ads or any other material for  
publication in the magazine, I will need to have hard copy or emails **at least 2 weeks prior**  
to the monthly general meeting, for it to be included in that months Tappet Chatter.  
This is to allow the printers at least 4 days production time for our magazine, and being  
returned to me for packaging and posting.

If you wish to know anything with regard to these changes, please feel free to  
give me a call or send an Email.

**Duane Emmerson - 08 83985241**

# FUTURE EVENTS & MEETINGS 2010

von Doussa Clubrooms Address;  
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## September

<b>16th</b>	<b>AHMRC General Meeting, von Doussa Clubrooms</b>
17th-19th	Toop & Toop Rock'n'Roll Festival, Victor Harbor
19th	Gawler Auto Swap Meet, Princes Park, Information Bob Perry 08 8396 1007
19th-24th	Dodge Brothers National Rally - Nuriootpa & Barossa Valley
23rd	"Uncle Arthurs Film Night" Capri Theatre, David Searles 84451444
26th	Bay to Birdwood Run

## October

2nd	The Copper Coast Show, Contact Mark Crosby 0408 212 390
2nd-4th	"24th Riverland Run" RVCCC, Lawrie Kalisch 85412608
3rd	"Motorcycle Only" Swap Meet Balhannah Oval, Contact Peter Yates 8255 8856
8th-9th	Adelaide City Antique & Collectable Fair, Contact Ken 08 8269 2284
17th	Strathalbyn Swap Meet, Contact Richard 0423 524 481
<b>21st</b>	<b>AHMRC General Meeting, von Doussa Clubrooms</b>

## November

6th-7th	7th Annual "Rigs on the Run"
12th-14th	Bendigo Swap Meet
<b>18th</b>	<b>AHMRC General Meeting, von Doussa Clubrooms</b>
18th-21st	3rd National Tractor Trek & Heritage Rally, Taralga, NSW Contact Tim Geyer 48447016

**Please send articles and reports to; Duane Emmerson**  
**34 Princes Road Mt. Barker SA 5251**  
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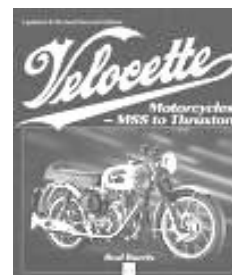
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