

# TAPPET CHATTER



# August 2021

Official Newsletter of the;  
**ADELAIDE HILLS MOTOR RESTORERS CLUB**  
Postal Address: P.O. Box 1510 Littlehampton 5250  
von Doussa Clubrooms: Cnr. Cameron St & Druids Ave Mt. Barker



## **O F F I C E   B E A R E R S 2 0 2 1   -   2 0 2 2**

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	Allan Wheaton	0408 899 775
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<b>Federation Reps.</b>	Keith Ashby	8390 1624
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<b>Restoration/Shed Co-ordinators</b>	Joe Hunter	0427 970 515
	Richard Waddington	0409 091 881
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<b>Senior Safety Advisor</b>	Warwick Ward	0432 272 177
<b>Admin Assistant</b>	Allan Wheaton	0408 899 775

**Please send articles and reports to;  
Allan Wheaton  
25 Chappel Ave, Morphett Vale SA 5162  
editor@ahmrc.org**

## *From the President*

Once again, our club plans have been disrupted by the Government restrictions imposed as a consequence of the COVID-19 pandemic.

In the immediate case your committee has had to cancel the August club general meeting due to the ongoing uncertainty surrounding public events.

As a consequence, the proposed Special General meeting (to consider the 2020/21 financial report and 2021/22 budget) has also been cancelled; it is hoped that this can be held in September, but a decision on that will be advised in the next Tappet Chatter.

A number of events hosted by other clubs have also been cancelled and information on these is contained elsewhere in this magazine.

Despite the above the 2 sub-committees appointed to address both an upgrade to our Showgrounds shed and options for Power of the Past 2022 have had their initial meetings.

While there is nothing concrete to advise from those meetings at this stage, both sub-Committees are providing monthly reports to the club Committee and I will update you on these circumstances as information becomes available

As always, if you have any thoughts on these matters, I encourage you all to contact either a sub-Committee member, myself or Secretary Bev Hunter to share your opinions.

Meantime, we have a chance to pursue our restorations or, even, tidy our sheds.

Regards

*Peter Templer*

### **Website Upgrade**

The AHMRC website is currently being upgraded and there will be a number of changes. These include:

- Library catalogue updated
- Tappet Chatter included
- Revamped Members only area which will include
  - \* Finance Information
  - \* Members list
  - \* Club rules and bylaws
  - \* Member notices
  - \* Committee activities.

If there is some information you would like included please contact me.

When the Members area is finished, Members will be invited to apply for a password to allow access.

**Allan Wheaton**

## **GENERAL MEETING POSTPONED**

Due to the uncertainty of future COVID restrictions and the difficulty in the timely notification of some AHMRC Members, it has be decided to make the following decision.

# **2021**

# **August General Meeting Cancelled**

**Next Meeting 16/9/21**

### **THE BEND CLASSIC**

At this point of time, the Classic (4th & 5th of September) is still going ahead as planned.

Our club has joined up with the Lower Murry Vintage Engine & Machinery Club to have a combined exhibit, as most of our members exhibits are mostly smaller engines and machinery and the LMVEMC exhibits are normally larger ones. We are trying not to double up on exhibits so the public at the Classic event can see a good representation of vintage plant.

Our club will also have cars, biked, tractors and a truck on show.

However, there is plenty of room for more to come along for one or two days, and there is no entry fee. Please ring me if you would like to come as I will need to advise the Bend management of the numbers going so, we can get tickets.

The LMVEMC will be erecting the fencing on the Friday and will be taking a water cart along. As their members all live locally, they are happy to do the setting up.

Please support this event.

**Warwick Ward 0432272177**



# LMVEMC CLUB AUCTION

22nd August 2021, from 9.30am  
Murray Bridge Showgrounds



## Items for sale so far are:

4hp Lauson engine, Cooper 32v plant, Fordson Major tractor, oil tins, tools, Workshop equipment, drill press, finisher, furniture, magnetos, Kelly & Lewis engine, XC & XD Coopers, Curios, Engine Parts, rotary hoe, signs, shed items, collectables, Forklift mast, chainsaws, antiques, traps,

**We expect a whole lot more to be here on the day.....**

See [www.farmclearingsales.com](http://www.farmclearingsales.com) for pics & more .....



Outside entries are welcome... we will sell anything (as long as its legal)

**NO BUYERS PREMIUM, WHAT YOU BID... YOU PAY**

10% of sale price goes to LMVEMC,

Normal auction number systems apply, accounts to be settled at the conclusion of the auction.

For More information ring Jayme on 0419037756,



## RESTORATION SHED REPORT JULY 2021

**Another abbreviated report this month, I'm afraid.** But needs must. The Great COVID Lockdown of July 2021 allowed us only one shed day this month, so our progress (perhaps more accurately, our lack of progress) has reflected this. As I write this report, we have 24 hours to go before we find out if SA will open up in some fashion from late July, and if so, under what conditions.

The lack of shed time has meant that we have had to restrict our projects. The 2 major projects we have had under way for some time now have been restoration of the orchard sprayer to working condition, and the replacement of the Fire Truck radiator. Let me start with a quick recap on the radiator story. The nightmare began as we were preparing for the Christmas Pageant 2020, when the radiator started leaking badly, and tearing itself away from its mounting brackets. We found that you don't just order a new radiator for a 1948 International truck. As the brackets had pretty much just rotted away, it was not a matter of re-using the originals, or even being in a position to use the remnants as a pattern. Our radiator man found a core that could be adapted, and repaired and replaced the top and bottom tanks. He had his best shot at fabricating some new brackets, but they were just never going to fit, and provide the necessary clearance between fan blades and radiator core.

After several times backwards and forwards between the shed and the radiator shop, all unsuccessful, our best men tracked down a very sad specimen of a radiator that could be used to make patterns. With this, and with George's ingenuity, new brackets were fashioned, test fitted and finally clamped firmly and (we hope) immovably into position for return to the radiator shop to solder them into their final locations. This hope has now been with us for the past 3 weeks, and we are looking forward to meeting again in 2 weeks' time (COVID rules permitting) to test fit the radiator. Here's hoping! The photo below shows George showing his work off to Richard and Phil before it went off to the radiator shop.



The other long running project has been the Ran and Terry restoration of the orchard sprayer to working condition. Past reports have shown the barrel restoration, and recent work has included getting the pump motor operational and freshly painted.

The first photo on the next page shows Ran getting stuck into grease removal with the steam cleaner. As reported in recent editions, Ran and Terry have stripped everything from the sprayer's frame, and are waiting for the weather to warm up (aren't we all) so that they can apply the paint which requires warmer conditions.



As this project is fast getting to a stage of no further action until the weather improves, Ran and Terry have started to turn their attention to mounting a restored motor on to the baler. The motor to be used is one that has been restored by John Elliott, our remote Yorke Peninsula member. The photo below shows this motor being brought up to the job on the Little Red forklift ready for an initial test fit.



Just to demonstrate what a diverse bunch of chaps we are, George bought in his collection of pipes from his smoking days, for something of a show and tell at our only July shed day. George's pipes ranged from a nice corn cob pipe to a traditional briar, also my particular favourite, a replica Sherlock Holmes pipe. See photo below.



Whilst this was going on someone noticed me trying to peel a hardboiled egg and having a bit of difficulty. For the uninitiated, this is a problem that is endemic to freshly laid eggs, and this particular one popped out of the chook only the day before. The chaps around the table were very grateful for this opportunity for a lively discussion re the correct method of hard boiling the egg and peeling the shell. Amongst the topics that this raised were freshness, cooking time, and whether it should be plunged into cold water after cooking or not. I'm afraid that I have to report that no clear conclusions were arrived at. Any foolproof suggestions should be passed on to our editor.

So that's it for this month. All that remains is to wish you all well and ask that you stay safe and obey all the COVID rules, whatever they may be from time to time. Bye for now.

**Richard and Joe**  
**Restoration coordinators**

## A LETTER TO THE EDITOR

Ray Mossop  
PO Box 2363  
Salisbury Downs 5108  
Ph: 0412 986 579

### Letter to the Editor

As most people are aware I own a 1914 Sleeve Valve Minerva, recently while working on this car a friend called by to watch, chat and possibly assist. At the end of the day and me complaining about the knurled bolts that secure the head lights continually getting caught in my trousers' pockets, he asked why the head-lights were removable? A very good question! My answer – I do not know. After thinking about this, not only are the headlights removable but the side or clearance lights and tail lights are removable. Further thoughts are perhaps this is a hangover from when candles and kerosine lamps were used as these require maintenance and cleaning, so easy removal would be desirable.

We then move onto the brass electric lights and certainly for cleaning and polishing of these, easy removal would be advantageous. My 1914 Minerva has nickel plated lights, no need to remove these. In the Minerva range of vehicles, the 1914 appears to be the first to use the nickel plating so perhaps the bolt on feature was not considered as this was the way it had always been.

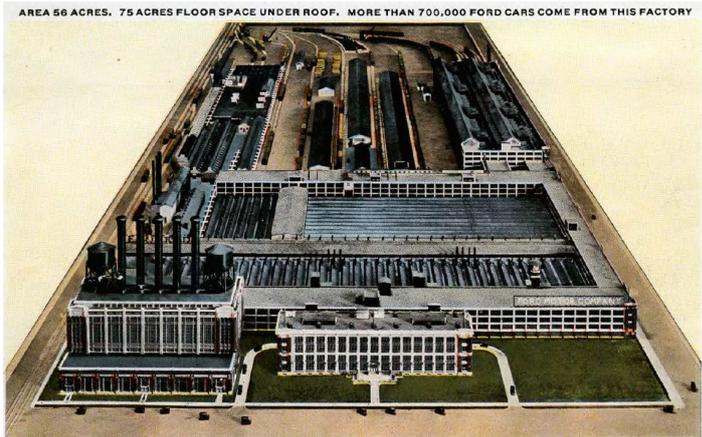
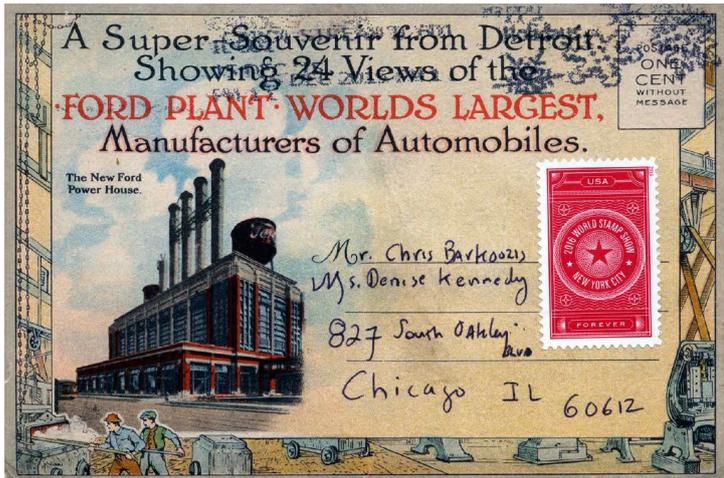
If anyone can confirm this or add further information, please feel free to reply or contact me.

A little further to this and my complaining about the head lights. I am at a total loss as to how anyone could crank start this vehicle with the lack of room between the headlights. This would have been even more difficult in the northern European climate.

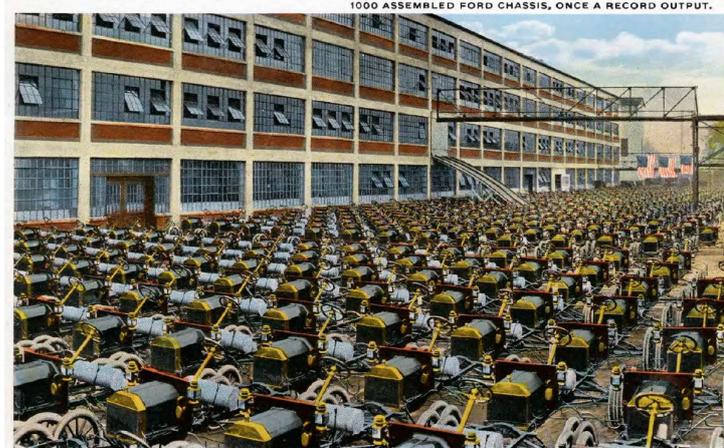
Ray Mossop



# FORD MOTOR PLANT POSTCARDS



AREA 56 ACRES. 75 ACRES FLOOR SPACE UNDER ROOF. MORE THAN 700,000 FORD CARS COME FROM THIS FACTORY  
EACH YEAR. AVERAGE NUMBER OF EMPLOYEES 42,000 FORD MOTOR COMPANY. ADDITIONS NOW UNDER WAY WILL DOUBLE THE CAPACITY OF THE PLANT.

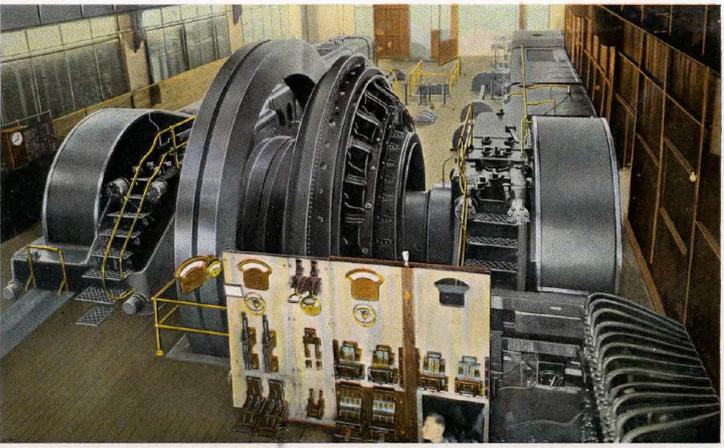


1000 ASSEMBLED FORD CHASSIS, ONCE A RECORD OUTPUT.

IN 1916, FORD PRODUCTION MOUNTED AS HIGH AS 2768 CARS IN A SINGLE DAY.



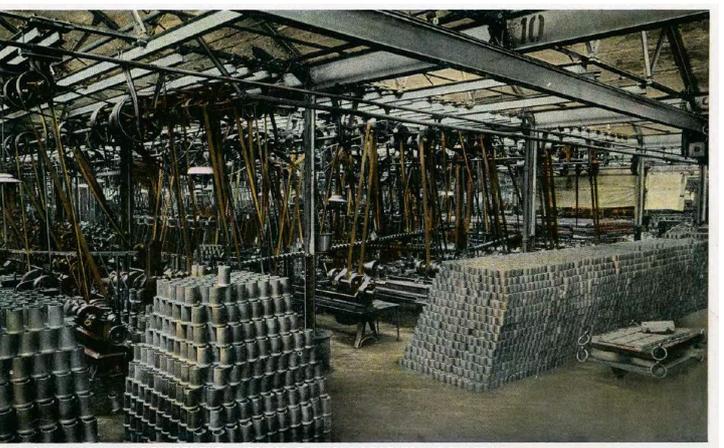
THE LARGEST DIRECT CURRENT CONTROL BOARD IN THE WORLD IN THE FORD POWER HOUSE.



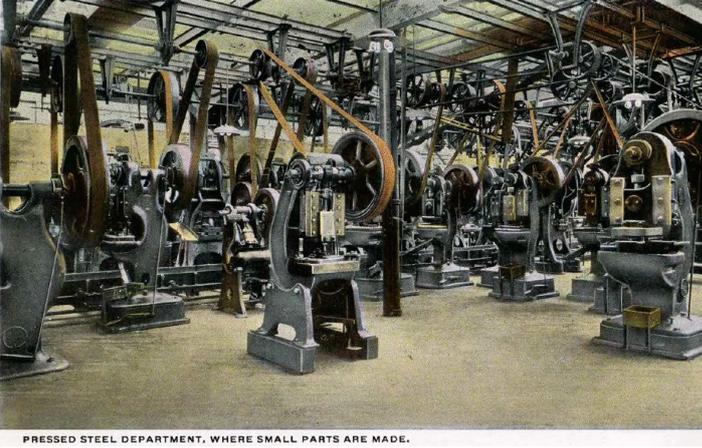
A 6,000 HORSE POWER GAS-STEAM ENGINE. THERE ARE SEVEN OF THESE AT FORD'S.



CRANKSHAFT GRINDING DEPARTMENT. 50 MILES OF BELTING ARE USED TO DRIVE FORD MACHINERY.



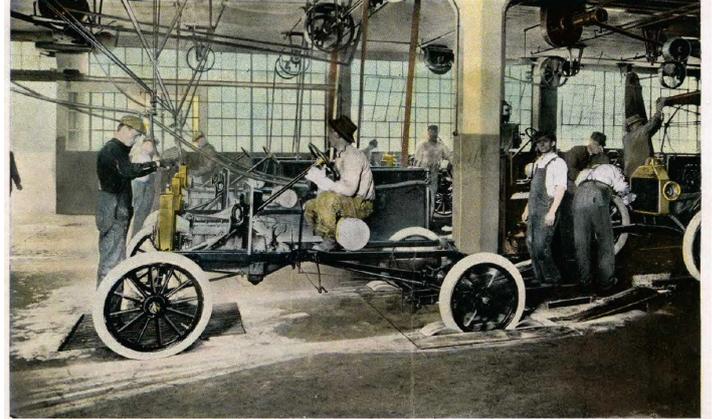
PISTON MACHINING DEPARTMENT. VERITABLE JUNGLE OF BELTS AND SHAFTING.



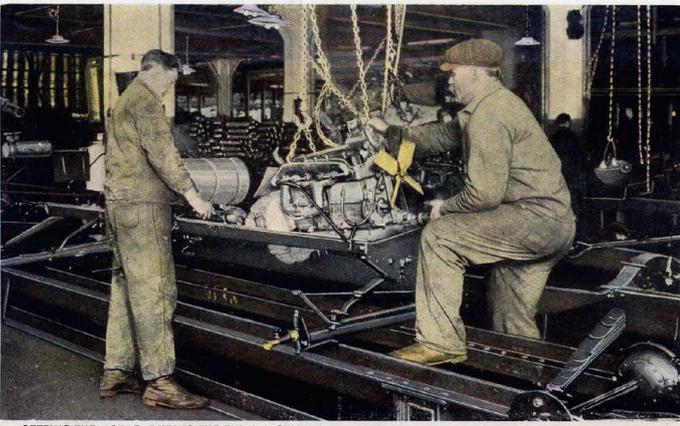
PRESSED STEEL DEPARTMENT, WHERE SMALL PARTS ARE MADE.



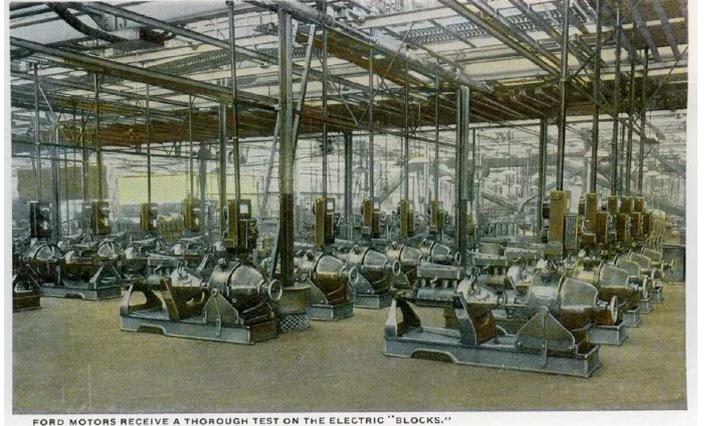
THE FINAL ASSEMBLY LINE.



AT THE END OF THE ASSEMBLY LINE. CARS RUN FROM HERE ON THEIR OWN POWER.



SETTING THE MOTOR, DURING THE FINAL ASSEMBLY.



FORD MOTORS RECEIVE A THOROUGH TEST ON THE ELECTRIC "BLOCKS."

Images courtesy of Michael Sheehan

### CLUB EVENT DETAILS

**COMMITTEE MEETINGS**  
**GENERAL MEETINGS**  
**CHOOK SHED DAYS**

Last Tuesday evening each month, 7.30pm at von Doussa clubroom  
Third Thursday evening each month, 8pm at von Doussa clubroom  
Generally - Second and Fourth Thursday each month, 9am at the chook shed. For further information contact Joe Hunter - 0427 970 515 or Richard Waddington 0409 091 881

**Articles or items of interest for the Tappet  
Chatter urgently needed**

### A YOUNG LAD'S AWAKENING PART 3

The building of the sub division that I mentioned in my last story was now getting quite large and was spreading further away from the original depot where all the bricks were delivered, so it made sense that it would save a lot of time for the materials to be delivered direct to the houses and as they were all identical as was the style in the fifties the materials were dropped off between two houses so that two could be worked on at the same time .

As you can imagine this was nothing short of a disaster for me as it meant that I would no longer be transporting bricks and sand to the houses in the little dump truck. Only bags of cement would be kept in the big shed at the compound and the foreman said that I was not allowed to handle the bags as they were too heavy for me, so that bought to an end the highlight of the school holidays and Saturday dump truck driving. But all was not lost as a couple of days later the foreman called at our house and spoke to my Dad to get permission for me to go with their truck driver down to the railway yards in Leeds to load bricks. The next day the driver stopped outside our house and tooted his horn and we were on our way. On arrival at the yard the first thing that we had to do was find the wagon that had our bricks in. This required a bit of a walk up and down the rows of wagons to see which one of them had a ticket clipped to the side that said Alfred Robinson and co . The bricks were then hand loaded on to our truck which was a Ford Thames ET6, which was the precursor to the very successful Thames Trader and as it was only a five tonne truck it did not take us long to load it .

This bought us to dinner time and the driver asked me If I liked Fish and Chips and then went on to tell me that the best fish and chip shop in Yorkshire was just up the road and so that's where we were headed. There was quite a queue outside the shop, undeterred Charlie pulled up at the kerb got out and joined the end of the Queue which was moving along steadily. Eventually he returned with two large bundles of newspaper wrapped fish and chips. I remarked that there were a lot of people waiting and he said that if you ever go past a fish and chip shop in Yorkshire and there is not a queue lined up, keep driving, and after I had eaten the fish and chips I could understand exactly what he was telling me. After we tipped off the bricks he told me that tomorrow we would be going to one of the big woollen mills that were still operating to pick up a load of cinders from the boiler house.

The next day off we went to the mill. On our arrival we went into the boiler house where there were two massive "Lancashire Boilers" which supplied the steam to operate the mill. I was introduced to the boiler attendant who also looked after the engine. He had been apprenticed to the original attendant and had worked there since he left school. Come on he said I'll show you the engine that drives the whole mill . As we went through the door to the engine room I was speechless "those of you that know me may find that hard to accept " but there it was , the most magnificent sight a massive two cylinder horizontal steam engine it even had a walkway between the cylinders with highly polished brass railings as was the whole engine, you literally could have eaten your dinner off any surface in that engine room and even at the young age that I was I could sense the pride that the operator had as he showed me around and then into the mill itself. The noise in the mill was incredible and he pushed some cotton wool plugs in my ears. I will never forget that day because even back then the mills were closing and a sight like I had just witnessed was soon to be consigned to history and sadly also the engine to scrap . We went back to the mill several times to pick up cinders that were used under paving slabs and I never missed an opportunity to go and watch the engine as it quietly went about it's business eventually I was allowed to drive the truck around to the loading bay by myself while Charlie and the engine driver had a cup of tea and a smoke .

On the way home we stopped outside a butchers shop to get a sandwich each ,you may think that this was an unusual place to purchase one but let me explain, there was always a big leg of pork or sometimes a big piece of beef beautifully cooked by his wife who also baked the bread and made the home made apple sauce and the butter. The sandwich consisted of one slice of bread, buttered, next two thick slices of whatever meat was on offer that day, topped with the aforementioned apple sauce. Horse radish was of course added to a beef sandwich and crowned with another slice of buttered bread ,this took me most of the way home to eat and I can still taste it to this day.

I still marvel at how lucky that I was to witness all these things as I was growing up and will never forget them .

## WELDING OF CAST IRON (Contd)

### SILVER SOLDERING CAST IRON

I have silver soldered cast-iron many times and have good success with no failures. I have used it on small parts and up to manifold crakes. The grade of silver solder is important, BOC Pro Silver 45T is best and it comes in a couple of sizes. It is not cheap to buy but well worth it.

To start with, if the piece to be soldered is large, it might be best to slightly V to crack for ease to help application of the solder. On smaller items it may not be necessary. The surfaces must be clean and use an isopropyl solvent (acetone) in liberal portions to remove grease and oil. Then use a bronze brush to scrub the surfaces of the metal to remove any dirt that has been leftover. Next is to get rid of surface carbon by de-oxidizing the part with an oxy flame. Hold it hot long enough to let the carbon to burn off.

Paint the surfaces with a liberal amount of liquid flux to improve the flow of the solder and to prevent any oxidation. Pre-heat the area to be soldered until warm and then scrub the pieces or surfaces again and re-apply the flux to each piece or surface. Flux will flow into the crack as the moisture is burnt off. If you need to clamp the pieces into position do so. Then start to heat the surfaces and melt a small amount of solder onto the area so you can watch the increasing heat. The surfaces must not be heated up too high beyond what the solder melts point is. Do not heat to a red-hot heat. When finished filling the gap up with solder, allow it to cool before unclamping. Do not cool with compressed air or quench with a liquid as this will oxidize the cast iron.

I hope this article has been of some help so you might be tempted to try to do some of our own welding and silver soldering of cast iron.

### Warwick Ward 2021

#### FOR SALE / WANTED

- ◆ **Please Note:** For Sale/Wanted Adverts are valid for one month only. Please send details to the Editor **before** the end of the month.

FOR SALE OR WANTED	ITEM	CONTACT
For Sale	27/28CHRYSLER 72 engine block no J196873 and many parts including gear box, generator, starter motor, flywheel with good ring gear, clutch and pressure plate. Offers wanted	Les Johnson 0427996838
Wanted to Buy	Radiator or core for 1925 Chrysler 70 6 cyl. buckboard	Les Johnson 0427996838
Wanted to Buy	A pulley for a 1909 to 1910 4 1/2 hp type C New Way vertical engine. A pulley for a 1917 3hp Fairbanks Morse engine. Cast iron wheels to make a transport 8 to 30 inch diameter	Don Eldred 0427 363 095

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The Adelaide Hills Motors Restorers Club Inc. is not responsible for the buying or selling of goods printed in this magazine. The information provided in this magazine may not be accurate and it is up to the reader to confirm details of meetings and events.

Please note: Some contributions may be edited due to space restrictions or unsuitable content. The editor has the right to refuse to publish.

## AHMRC EVENTS LIST 2021

AS AT 1/8/2021

MONTH	DATE	FUNCTION	LOCATION	ENG/ CAR	CLUB CONTACT
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### 2021

<b>August</b>		Benson park (Waikerie) <b>CANCELLED</b>			
	14&15	Waikerie Club Crank-up	<b>CANCELLED</b>	E & T	WW
	19th	AHMRC general meeting	<b>CANCELLED</b>		
	22nd	LMVE&MC auction	Murry Bridge Show Grounds. If you want to enter anything to the auction ring Jayme Marchall 0419037756		
	28-29th	Mallala Motorsport Park	Mallala 60th Anniversary. Web site, events@the bend.com.au	C	Self registration
	28-29th	Gawler Show			
	29th	Victor Harbor Swap Meet			
<b>September</b>	4th to 12th	Adelaide Show			
	4th -5th	The Bend Classic	Tailem Bend racing circuit. Please read the event notice elsewhere in the Tappet Chatter.	E, M & C	WW & RB
	16th	AHMRC general meeting			
	19th	Rock n Roll Festival Vehicle display	Encounter Bay Oval complex. Registration, www.eventbrite.com.au/hmvc	C	self registration
	19th	Gawler Auto Swap meet			
	20th Mon.	MotorFest Tour of Adelaide Hills	AHMRC Club Room	C	M Randell
	26th	Bay to Birdwood		C	
	27 th	MotorFest day 8	visit Military and Aircraft Museum	C	
	28,29,30th	Yorke Peninsula Field Days	Paskeville	E	L Fry
<b>October</b>	21st	AHMRC general meeting			
	30	Rotary Largs Bay Giant Garage Sale	Largs Bay	C&E	WW
	31	Callington Show	Callington Oval	C&E	WW
<b>November</b>	17th	Eudunda Show			
	18th	AHMRC general meeting			
	21st	Yankallilla Classic Motor Show	Yankallilla Showgrounds, ring 0414995669 or 0427534095	C	self registration
	28	Macclesfield Strawberry Fair	Macclesfield Oval	C&E	Brian
	28	Semaphore Fair	Semaphore foreshore	C&E	WW
<b>December</b>	4th	Mt Barker Pageant	The format will be changing again		

### 2022

<b>January</b>	15-16	Milang Rally	Milang Oval complex		
	20th	AHMRC general meeting			
<b>February</b>	??	All British Day	Echunga Ovals	C,T,E	WW
	??	All American Day car Show			
<b>March</b>	17th	AHMRC general meeting			
	19-20	Lower Murray Rally	Murray Bridge Show Ground	C,T,E	

# Power of the Past Sponsors 2020



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**36th Power of the Past  
5th & 6th of November 2022**

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