



Ancient Iron
Official Newsletter of
Marlborough Vintage Farm Machinery Society Inc.
Issue No.14 April 2020



It's April 2020 and we're wondering where 2019 went!! December 2018 was the last issue of Ancient Iron, so first of all an apology for not getting any newsletters out last year. As we look back through photographs we have taken over the last twelve months there have been an awful lot of things happening at MVFM so we will try and catch up with some of these events in this issue. While we had a lot of highlights in 2019 we also had a tough year where we had to sadly farewell some club members that passed away. Some of these club members have been involved with MVFM for a long time and like so many before them they have contributed a great deal to the club. They become good friends and when they aren't there we not only miss their knowledge and experience but their personalities as well.

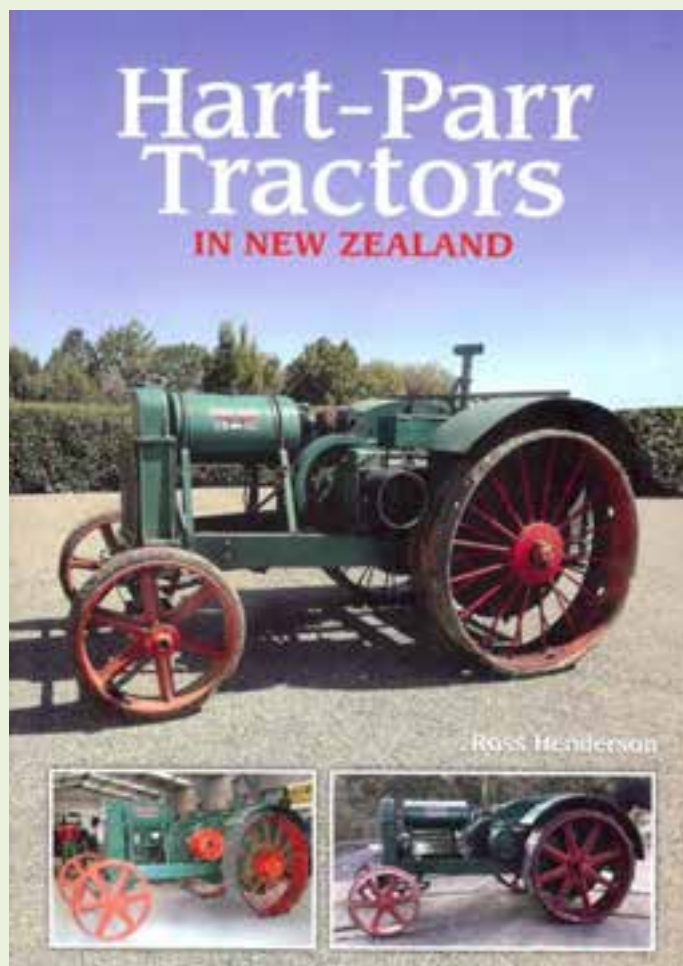
We hope 2020 will be a better year and if our recent open day is anything to go by it should be a good one. A lot of our club members went to a great effort to get everything out and ready to go which was rewarded with good weather and a great crowd with so many young families there enjoying all of the displays we had on show. There was also a good financial return to the club and after everything was packed away again some of the club members relaxed with a few cold ones and a BBQ and reflected on the successful day.

The Cottage Raffle was drawn and witnessed by MVFM members during the BBQ that followed the open day and the winner was Alice Mills. Congratulations Alice and along with everyone else that bought a ticket, thanks for supporting the raffle. This money will go towards the upkeep of the Cottage. The prize was dropped off to a surprised and delighted Alice that evening.

Heritage Day 2020



Ross Henderson



Ross Henderson fitting the final part onto a seven feed Manzel lubricator for a 1929 Minneapolis tractor from the Central Machine Hire Vintage Tractor collection in Wanaka and the front cover of Ross's book.

Ross kindly supplied this information about his upbringing and how he became involved with vintage machinery and earthmoving equipment.

I was born in the early 1950's, my parents ran a small carrying business at Pomahaka in West Otago, carting product from the Pomahaka railway siding to local farmers and from local farmers to the rail siding. They ran two Commer trucks and were kept busy.



In the mid 50's they sold that business and purchased a farm at Glenham, seven miles south of Wyndham in Southland. This was a very steep farm, the agricultural work was all done with an Allis Chalmers H D 5 crawler.

We had a Minneapolis Moline U T U for a while before selling it and purchasing a John Deere model 60 wheel tractor. Dad did some contract hay baling in the area for a number of years. It was in the late 50's Dad purchased a Burrell traction engine and then in the early 60's he bought a 1928 model 28-50 Hart Parr tractor. Going back to when Dad was growing up his father operated a contracting business at Waikaka, West Otago, operating traction engines and latterly a Hart Parr 18-36 tractor. So my grandfather was responsible for me getting interested in old machinery you might say.

I went to primary school at Glenham and secondary school at Wyndham. Leaving school at 16, I worked for an uncle at Five Rivers in Northern Southland driving an electric start late model Caterpillar D2, clearing scrub, then working the cleared area before sowing it out in grass.

In 1972 I left that job and moved back home and started to drive trucks for W. J Herbert Ltd in Edendale. I was driving a 1968 Leyland Beaver artic with a trailer. This was set up to carry stock with a 30 foot semi trailer, a 16 foot full trailer with a 2 deck wooden sheep crate and a wooden cattle box. After 3 years on that unit I was moved onto a 1972 Mercedes Benz 1924 artic unit. This had a 40 foot self steer semi trailer with a three deck stock crate. I purchased my first vintage tractor, a Case model C tractor in 1972 and shortly after I purchased a 1945 John Deere model A.O. tractor. Over the years my collection totalled 16 tractors along with a number of implements. In 1976 I purchased a 20 acre farmlet in Edendale. I sold this property in 2017 and moved to Winton. After 10 years driving for Herberts I left there and went to drive milk tankers for the Southland Dairy Co-op. at Edendale. In 1990 I was appointed transport manager and remained in that role until 1997 when I was made redundant, due to the early formation of Fonterra and with their plan to have only one manager for the South Island and one for the North Island, a number of us lost our jobs.

It was then that I began rebuilding vintage tractors for collectors. These people would approach me and ask if I would be interested. I worked from home for the next 10 years rebuilding 60 tractors, some implements and a gig. During that time I was able to make a lot of contacts all over America and Canada through the sourcing of parts. About 12 years ago when money become tight, restoring tractors took a back seat for a while and I went back driving milk tankers for the Open Country brand. Today I work at the local open cast coal mine driving Articulated Dump Trucks and a Cat 773 dump truck. I still source and supply parts for collectors, but I have sold all of my collection. A number of my tractors were sold to Allan Dippie who has a large collection of tractors in Wanaka.



As I had an interest in Hart Parr tractors I decided to write a book about Hart Parr tractors in New Zealand. Having an idea to write a book is one thing but you need to have an editor to put your writing into some sort of sense and then a good print company to get the book formatted. I was blessed with getting this part right and ended up with a book that I am very pleased with which has resulted in some very good sales. I was given the sales list of Hart Parr tractors from the Andrews & Beaven Company and from there I researched the history of each tractor, locating them and their whereabouts today.

The book is titled Hart Parr tractors in New Zealand and if you would like a copy you can contact me at hendersontractors@gmail.com or phone me on 02102269000.

David Brown VAK1A



Good progress is being made on the David Brown restoration by Ian Conway, Al Barclay, Bruce Davies, Bill Jones and all the other members who have lent a hand or offered some advice! Thanks to Al Barclay for supplying the photos.

Open Day November 2019



Edward Mason was on hand to help out during our Open Day. He had no problem starting the Austin, getting it out and giving it a run. Thanks Edward, you look the part sitting on that tractor but your help is always appreciated.



← Les Price & JT are righting the wrongs while James Jermyn reads the history of the Caterpillar Twenty Two that James Kay donated to MVFM →





When this guy left school he drove a tractor the same as this one, so when I offered him a drive he didn't hesitate. He said that was the first time he had driven that model since then and was very appreciative of the drive around the Park as it brought back so many memories.



Jocelyn takes Doug Wilson's Model A, which her grandfather bought new, for a drive, while Graham and her mum relax in the cool of the tent between customers.



Brian Pinnell is in the tractor keeping a watchful eye on the saw bench as Chris McKay & Sonny Andrews feed the timber through it. —————>



Other Museums: East Otago Vintage Machinery Club - Palmerston



Make: McCormick - Deering

Model: 15-30 Industrial

Year: 1933

Owner: Noel & Leslie Skoot

History: A very unusual tractor only 531 were built. There may have been only two came to New Zealand



Heritage Day Feb 2019

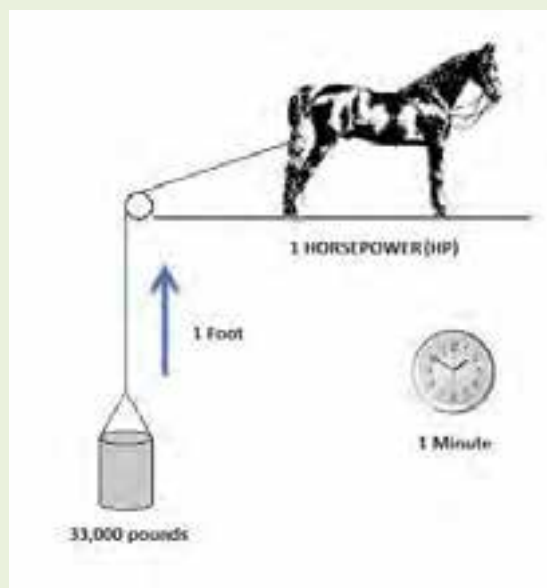




Horsepower

Last year one of our apprentices asked, while we were talking about engines, what the term “Horsepower” meant. Being a young guy he couldn’t see much relationship between a horse and the engine in his Toyota Land Cruiser. I explained to him where the term originated from and that it was a measurement of work done within a given period of time.

It all started with James Watt near the end of the Eighteenth Century to show the relationship between how much work his improved steam engine could do and how much work a horse (or horses) could do. James Watt coined the term Horsepower as a marketing trick for customers who were not familiar with his engines. When Watt made improvements to the steam engine, he understandably wanted to convince people to buy them. If he said that his expensive engine had the same short-term output as a horse, people wouldn't buy it. Instead he compared his engine to the amount of work ten horses could do and not just one. Suddenly his invention became much more tempting. Watt may have "bent the truth" a little to make his engine more appealing.



Horses have been used for all sorts of tasks in both agricultural and transport industries for a long time but one task that caught James Watt’s attention, and there were quite a few, were the horses that were lifting containers of coal from the bottom of mine shafts. Watt observed that “a strong horse” could lift 150 pounds of coal to a height of 220 feet in 1 minute, therefore: $150 \text{ lb's} \times 220 \text{ ft} = 33,000 \text{ Ft-lbs/minute}$. He defined this as one horsepower. The term horsepower is a rate of doing work or energy output over time. For example two horses could lift 300 lb’s of coal 220 feet in one minute or two horses could lift 150 lb’s of coal 220 feet in 30 seconds. It should also be pointed out that the horse that James Watt used in the above equation could not sustain this amount of output over an eight hour day but rather 50% of that figure. From what I have read they were all pushing their horses fairly hard with the aim of making their horses look good against Watt’s improved steam engine. However there were several experiments undertaken around that time by several different people and they all came up with similar figures and so the 33,000 ft-lbs/minute became the standard that is now used.

We no longer use horses or steam engines like we used to but the term Horsepower is still used or its metric equivalent, the Kilowatt is.

So how does this relate to the horsepower of our car or tractor? Well this is where it starts to get a little bit more complicated but if you’re still interested I’ll carry on and explain it step by step and hopefully you will be able to follow along.

Your car is parked in your shed and when you go to move it you realise the battery is flat and because you need to go to town you will need to push it down the driveway and out onto the road so your neighbour can “Jump Start” your car. Your car weighs 3000 pounds and your driveway is 50 feet to the road so you put your shoulder against the corner of your vehicle and you start pushing but it doesn’t matter how hard you push, it doesn’t move and then you realise you left the park brake on!!



How much horsepower did you develop trying to move your car? Answer = none!!

Because the vehicle didn’t move, no work was done, even though you pushed as hard as you could for a minute.

Now that you have released the handbrake and have got your breath back from your previous effort the vehicle starts to move by applying 200 pounds of force and it takes you 1 minute to move it 50 feet to the road. You have now produced 10,000 foot-pounds of Work in 1 minute.

1 Horsepower = 33,000 foot-pounds/minute therefore you were generating just under a 1/3 of a horsepower while you were pushing your car.



Hang on a minute, we don’t have to be like Fred Flintstone & Barney Rubble, we’ve got an engine under the bonnet that does the work when we want to go to town!!



This is where things start to get even more involved. Yes we have an engine under the bonnet and the manufacturer has stated how many horsepower (or Kilowatts) the engine has or what it can develop. It also states how much torque the engine can develop so we need to further define what these two terms mean especially the term “Torque”

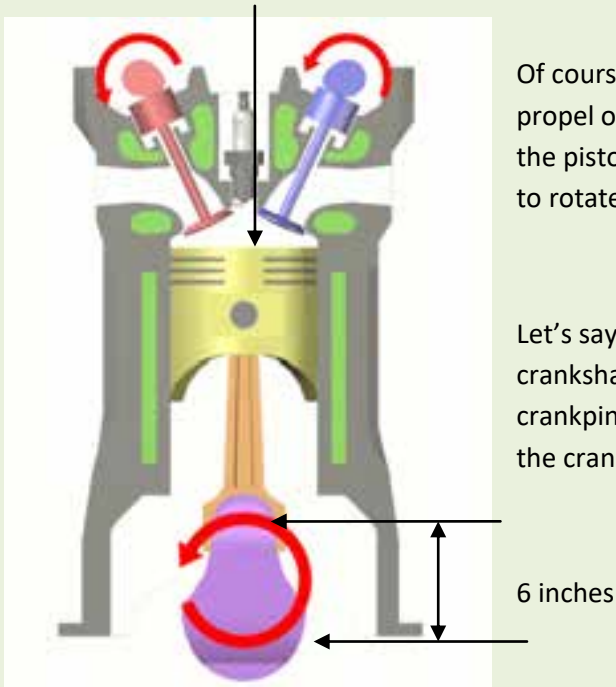
Power is the measure of how much **WORK** can be done in a specified **TIME**. (As per the example above)

And

Torque - Just as a linear force, push or a pull, a torque can be thought of as a twist to an object. Torque is a twisting or turning force that tends to cause rotation around an axis.



200 Pounds Force



Of course we use internal combustion engines (and electric motors) to propel our cars. When the fuel in the combustion chamber is ignited, the piston, via the con rod, exerts a force on the crankshaft causing it to rotate therefore creating torque.

Let's say the piston exerts a force of 200 pounds on the crankpin of the crankshaft and the distance between the centres of the crankshaft & crankpin is 6 inches. Once the engine is started and running it will turn the crankshaft at 2000 RPM

The **Torque** that is being applied to the crankshaft is $200 \text{ lb} \times .5 \text{ ft (6 inches)} = 100 \text{ lb-ft}$

So how much power is our engine developing?

POWER = FORCE x DISTANCE ÷ TIME (as explained earlier). We already know what the force is (200lb), now we need to calculate the distance the crankpin travels per minute. First of all we need to calculate how far it travels in 1 revolution. **Distance** per revolution = $2 \times \pi \times \text{radius}$, which = $2 \times 3.14 \times .5 = 3.14 \text{ feet}$

Distance per minute = $3.14 \text{ ft per revolution} \times 2000 \text{ revolutions per minute} = 6280 \text{ feet per minute}$

So now we can complete our calculation –

Power = Force x Distance ÷ Time. Power = $200\text{lb} \times 6280 \text{ ft/min} \div 1 = 1,256,000 \text{ ft-lb per minute}$

Okay, how about **HORSEPOWER**? Remember that one HORSEPOWER is defined as **33000 foot-pounds of work per minute**. Therefore $\text{HP} = \text{POWER (ft-lb per min)} \div 33,000$. We have already calculated that the power being applied to the crankshaft above is 1,256,000 ft-lb per minute.

How many **HP** is that? $1,256,000 \div 33,000 = \mathbf{38 \text{ HP}}$.

Horsepower and torque are closely related but it is important to understand how they are related.

1. **POWER** (the rate of doing WORK) is dependent on **TORQUE** and **RPM**.
2. **TORQUE** and **RPM** are the MEASURED quantities of engine output.
3. **POWER** is CALCULATED from torque and RPM

Also remember Horsepower is measured in Foot/Pounds and Torque is measured in Pounds/Foot

I have also had a quick look at the difference between Steam Horse Power and the Horse Power of an Internal Combustion Engine because there seems to be a misconception between the two. From what I have read the only difference appears to be the speed of the crankshaft that forms part of the equation. I have heard different people say you multiply the steam horse power by four to get a better comparison but once again this is possibly a speed difference. I would be happy to hear from anyone who has a more technical answer to this.

For you sharp minded readers or mechanical engineers, you will realise that my example above, with the four stroke internal combustion engine, has a slight flaw in my calculation, but for the purpose of illustrating Torque & Horsepower I wasn't too concerned about the slight oversight!! But if anyone can figure it out I would be keen to hear from you so you can explain what it is. Also the force exerted onto a piston when the fuel is ignited is a lot more than 200 pounds. In some turbocharged diesel engines this force can be equivalent to an 11 ton sledge hammer hitting the top of the piston!! And course there aren't very many modern engines with a twelve inch piston stroke.

While I was getting some diagrams for this article I found this article about Usain Bolt.

"The Jamaican sprinter Usain Bolt produced a maximum of 3.5 hp, 0.89 seconds, into his 9.58 second, 100-metre record braking race".
3.5hp in less than one second is certainly a great achievement!!



It is also worth pointing out the affect a gearbox has on the torque output of an engine. If an engine is producing 100 lb-ft of torque at 1000 RPM and we half the output speed of the gearbox to 500 RPM then we double the amount of torque to 200lb-ft on the output of the gearbox.



Take the truck in the photo above which is probably about 50 ton GVM(all up weight).This truck could easily have an engine producing over 550hp and 1000 lbs-ft of torque as it possibly has a three axle drive(or tandem drive with a Tag axle) unit on the tractor unit. If it had to stop on this incline and move away again from rest using its lowest gear this could have a total gear reduction ratio of about 17 to 1. This would equate to 17,000lb-ft of torque being applied evenly to all six wheels of the tractor unit. Because a big diesel like this has such a narrow RPM range, typically about 1,000 RPM to 1600 RPM this truck's transmission will probably have 18 gears to move it from rest to the legal road speed of 90km/hr (in NZ). So the next time you pass a truck like this making its way up a steep hill, at not much more than walking speed, spare a thought for the amount of torque going out through the drive axles/wheels and the equivalent amount of horses under the bonnet!!



Norman Brayshaw Fellowship

For some time there has been a discussion about acknowledging the efforts of a large number of our membership. These people, including husband & wife and individuals, who I must say, no doubt also have the support from their partners, have contributed a huge amount of time and often resources to MVFM. A lot of discussion was had and thought was given to how we can acknowledge these members and while there were some great suggestions it was decided a framed certificate of appreciation would be awarded to the first recipients during an evening meal held in the Denton Building in August 2019.

As we all know we have a lot of members who are very worthy of this award and therefore it is envisaged we will make these awards annually.

The first of these awards were given to the following recipients, by the president of MVFM, Ross Cooke, to Ken Barr & Doris Holdaway.



Bernard Mason



John Neal

This certificate was also presented to Shirley Shefford and posthumously to her late husband Graeme.

Congratulations to these members and I'm sure Norman Brayshaw would be very proud to know that there are people working so hard to keep his legacy alive and prospering.

Engine Shed Activities

About 12 months ago, these guys, along with help from other club members, made some room and positioned the Ruston & Hornsby diesel engine, which had been donated by Jim Lissaman of Seddon, into the engine shed.



Bernie Smith, Dennis Parker, Tiger Lyon and Ian Le Grice, with their combined mechanical & auto electrical skills, put some life back into this old diesel engine.

Bernie & Dennis spent a bit of time on the fuel injection system, Tiger did some repairs to the starter motor and with some extra batteries for greater cranking power the Ruston & Hornsby fired into life, much to the delight of these two. —————>



Ian, with some help, gave it a coat of paint, had some new R&H transfers made for it and now it's looking as good as new.

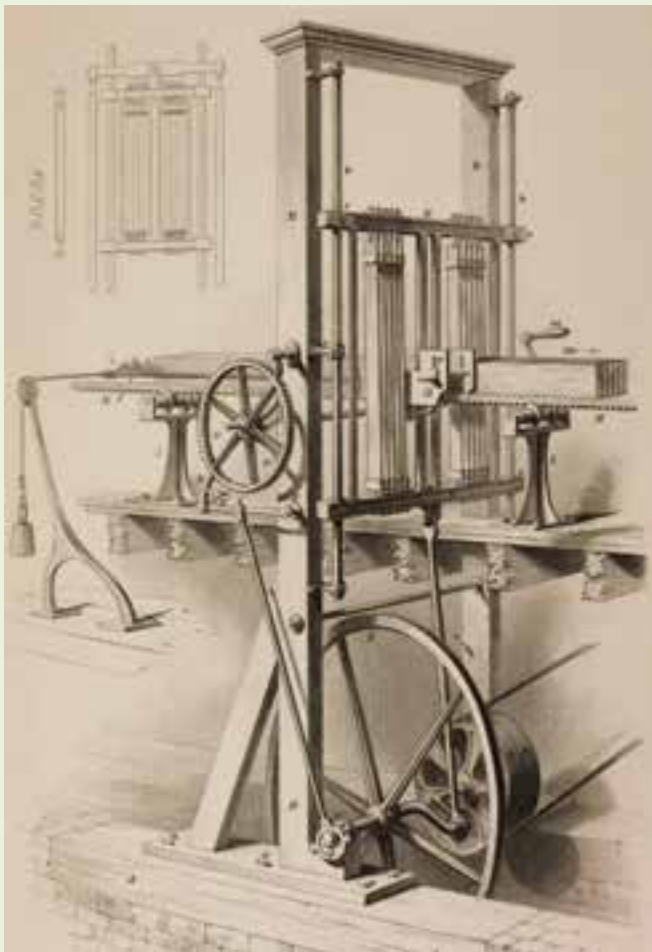
Ian's son Robert visited one Saturday morning and was impressed with all the work his father and other club members had put into the engine shed and how many more big engines are now housed there. Robert also recalled the time he had helped Ian put the rolled veranda on the Engine Shed and the issues they had attaching it. Robert is a very interesting guy to talk to whose background is in telecommunications. He has been recently involved with the new Fibre cable that has been laid between NZ & USA.





Last September Ian was approached to see if he would like to run the diesels for the three new apprentice Automotive Diesel mechanic's who had not long started their training at RNZAF Base Woodbourne. As usual Ian was very keen to start and run the engines, even though it was a cold and wet day, he was happy to answer all the questions the three apprentices' had for him. The three enjoyed their trip to the Park and had a better appreciation for the equipment they now work on and how much technology had changed in such a short time. No OBD Ports (On Board Diagnostics) on any of this equipment!! Thanks Ian and all the other members for giving up your time to prepare and run the engines.

Dennis, while he has been helping Ian Le Grice to start, run and maintain our big engines, has also been busy restoring this 21Hp Lister which belonged to the Parker Bros. of Whangarei driving several saw benches at their saw mill. One of these was a "Deal Frame Saw" which I haven't heard of (that wouldn't surprise any of you!!) so I had a quick search on the Google and found out what it is. So for those of you, like me that don't know, here it is –



"Versions of each saw type could be obtained with horizontal or vertical blades. Each had its advantages and disadvantages, but the slower horizontal reciprocating saw was suggested for better control of cutting hardwood. The reciprocating saw reproduces the action of a manual saw, with from 1-11 individual blades. In the United Kingdom, reciprocating frame saws were well developed by the 1850s. Such machines made from 100-120 strokes per minute, each 44-50 cm long, requiring only 5-10 minutes to turn a prepared tree into thin timber boards".

Once I saw a picture of it I remembered I had seen a similar model being driven by a model steam engine at the Steam & Cinders Rally in Nelson several years ago. I didn't know what they were called other than a saw!!



Roger Schroder has also been busy in the Engine Shed getting some of the engines going again and fine tuning others like this Cooper that had a small issue with incorrect ignition timing.



This 1.5Hp Anderson was donated by the Boyce Bros of Lower Wairau and still has the original Anderson sticker on it.



This Wolseley was another engine that hadn't been run for some time and further investigation revealed the reason why, no compression, caused by a bent connecting rod!! But no problem, Jamie who quietly works away in our Blacksmith shop had it straightened and it was soon reassembled and running again.

Daffodil Day Vehicle Display August 2019



This 1957 Series 1 Land Rover was the first in NZ with a Diesel engine. Only 900 were made and now six are believed to be left in the World. It is still used today and often out performs the latest V8 Landcruiser.





Another successful "Daffodil Day Vehicle Display" and a Combined cheque for \$17,500 from Brayshaw Park is passed to Marlborough Cancer Society representative Felicity Spencer from Bob O'Malley and Kelly Landon-Lane. MVFM contributed \$1100 to the total.

The Rose Traction Engine - Refurbished



The Rose Traction engine forms part of an impressive entrance to Brayshaw Park now. Thank you to all involved, especially the late Peter Tester who played a big part in getting this project completed.

Kate the Steam Roller

The late Peter Tester sent me these photos of the Steam Roller last April with a covering e-mail.

Kate taking part in Marlborough's 100th Anniversary Celebration in 1969 heading north along Market Street, passing Wright Stephenson's shop, what is now Farmers.



Hi

Pics from Airshow.

Shot of the Roller after finishing rolling the airfield and one as the moon was rising. After sunset we rolled the runway in the dark for a couple of hours. It was getting a bit lumpy out there. We had a car in front and rear to guide us. The pilots the next day said it had made a difference.

The Poms did this a lot during the war on their grass runways. Also had to do it so not attract the roving enemy.

Cheers
Peter

Sorry the tractors pic is not that flash, someone else may have some better ones.



Thanks Sue for allowing us to use these photos and Peter's email

Rai Valley Show - March 2019



Photos kindly supplied by Roger & Nola Schroder

Auction report: £310,000 (plus commission) paid for 'important' tractor



An Ivel 'Agricultural Motor' – from 1903 – sold for a whopping £310,000 (no VAT; plus 6% buyer's commission) today (Saturday, October 19) at an auction in England.

The 'tractor' changed hands at today's Cheffins' Cambridge Vintage Sale at Sutton (England). According to Cheffins, this two-cylinder, petrol-powered machine (serial number 131) is the "most important tractor to ever come to auction in the UK".

A spokesperson explained: "The Ivel 'Agricultural Motor' is an icon of its age and has been cited as one of the great British inventions. Just eight complete examples are known worldwide; four of those are in museum collections. "Furthermore, this is probably the most famous and best known of all the survivors, having been in the ownership of a leading enthusiast – the late John Moffitt – whose 'Hunday Collection' led to the establishment of the National Tractor & Farm Museum in Northumberland where the Ivel was the star attraction.

"Not only does this tractor have great provenance, it is also the oldest surviving example with the exception of the 1902 prototype preserved in the Science Museum collection at Wroughton."

He added: "The provenance of 'number 131' is fully outlined in John Moffitt's book – *The Ivel Story* – published in 2003.

"The book also documents the history of the company and the vision of its inventor – Dan Albone – and explains the machine's importance as the first commercially-viable British tractor and the first to go into volume production."

Albone's first tractor was apparently completed in 1902; Ivel Agricultural Motors Ltd was formed in the same year. Within a short time, the Ivel 'Agricultural Motor' was being exported across the world.



Its success looked assured, but a cruel twist of fate altered the course of events. On October 30, 1906, Dan Albone died from a seizure – brought on by being struck by lightning (while demonstrating his tractor at night in a thunderstorm). His premature death at the age of 46 left the company in limbo.

Planned Developments

Many of the planned future developments, including a bigger Ivel tractor, were shelved.

Ivel Agricultural Motors Ltd soldiered on making minor tweaks to the existing design, including switching the engine supplier from Payne to Aster – a French company. However, sales began to dwindle. By 1920, Ivel Agricultural Motors Ltd went into receivership.

Bits & Pieces



John Simmonds and Ken Barr are carrying out some maintenance on the Denton Building gutter. John & Ken, along with a small group of members, are often carrying out similar repairs and keeping the grounds tidy around the park.
Thanks to everyone for helping out.



Is this the small group of guys or a Ministry of Works reunion in progress!!



John Simmonds is the proud owner of this new wee digger. Congratulations John, I'm sure we could find lots of things to keep you busy on a handy little machine like this one!!

John Neal is giving the Cat Fifteen a run now that he has completed the restoration.
(What's next John?)

(Photo Supplied by Al Barclay)





Ben Cooke is a keen young man who spends a lot of time at the Park including most Saturdays, helping at our open days and here carrying out some maintenance on Jim Creswell's Fordson Dexta.



Brian Pinnell, Bernie Mason, Ian Conway and Dale Donald (supervising) the start of the kitchen alterations which have now been completed but a final decision on the layout and position of the benches and items are yet to be worked out.

Acquisitions



This Steam Winch has been donated to MVFM for the Saw Mill display by Ross Moore of Reefton . It was manufactured by Dispatch Foundry, Greymouth and is a Twin Cylinder High Pressure Winch with about a 5" Bore and a 7" Stroke.

Rotary Hoes



We have been given a lot of Rotary hoes. We are not sure who left this Howard, as no Acquisition Form was filled out, but thanks to whomever it was.

We have had a lot of items donated including blow torches, an old chair from a Hair dresser, service manuals and a GMC 4 x 4 truck donated by Gordon Taylor.

Motor Bike Rally February 2019 Last February, the Motor Bike Section of Marlborough Vintage Car Club hosted a Motor Bike Rally with approximately 174 motorcycles, including at least 34 makes of Classic and Vintage bikes dating from 1912 through to 1988. The restoration on several of these motor bikes had only just been completed in time for the Rally.





Machinery Milestones: Steam-Powered Tractors to fully Autonomous Battery Powered Electric Tractors



But some things aren't new!!



Hornsby 14hp



At least two years ago Will Coop from the Mahia Peninsula contacted me asking about our 14hp Hornsby we have. He had unearthed one and wanted some photos of the one at MVFM so he could see how many parts were missing. He bought a similar model from Methven so he could copy some of the missing parts and bit by bit Will got it going again and sent me a video of it running in September last year. After looking at the two photos above, most people would shake their head and walk away!! Will Coop obviously isn't most people. Well done Will, it would be great if you could bring it to one of our open days sometime.

Rod's trip to Canada

Rod Clark recently had a trip to Canada and showed some of his photos one evening in the Denton Building. Thanks Rod for sharing your photos with us and allowing us to show some of them here.





Our new website has been up and running for a while now. If you haven't had a look at it yet, please do and let us know if you have any suggestions or would like to add something to it.

View it at -
[www. Marlboroughfarmingmuseum](http://www.Marlboroughfarmingmuseum)

We hope you have once again enjoyed looking at this (overdue) issue of the News Letter. To our new members welcome and for those of you who have been members for some time, but this is the first time you have received it, we have updated our membership list. If you know of any members that do have an email address but haven't received this news letter, please get them to get in touch with us.

We welcome any feedback or articles for the next issue. Happy birthday to those of you who have recently had or are about to have a birthday. Congratulations if you have achieved another milestone. Please take care in these very trying and uncertain times. There is plenty of help available if you are unsure of something or struggling with anything, you just need to ask. Other than that please stay at home, only go out for essential things or to take a walk but staying close to home.

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