



Ancient Iron

Official Newsletter of Marlborough Vintage Farm Machinery Society Inc.

Issue No.15 December 2020



Welcome to issue No.15 of Ancient Iron. When our last issue went out New Zealand had just gone into Level 4 COVID-19 Lockdown and we didn't know what was ahead of us. A bit of a scary thought as the Pandemic was escalating around the world. As it turns out most of us are carrying on as usual with New Zealand having one of the lowest death rates in the world, due mainly to our isolation and the big moat we have around us. Despite the Virus a lot of our members have still been toiling away at MVFM on their projects and keeping the place tidy. Now that things have settled down a bit we have had quite a few people looking through our displays like the three blokes on the next page.



While we were enjoying our club day on the 5th September these three guys were having a look around MVFM. There was no denying where they were from with their strong accents. Jim Campbell asked me to take the photo while I asked Jim to interpret the language for me!!

They are friends from Scotland, David on the left has lived in NZ for sometime but has just shifted up from Canterbury, Jamie in the middle and Donnie on the right live across the road from each other on the Mull of Kintyre. This is the most southern tip of the Kintyre Peninsula. These two were friends before they went to school. Donnie has been working in NZ for the last year driving trucks and farm machinery and hopes to get his visa extended while Jamie has been in NZ for a short while on holiday catching up with his mates. They very much enjoyed their look around MVFM and especially liked this Ford/Ferguson Tractor.

Norman Brayshaw Fellowship Awards

Once again we have issued awards to members of MVFM who give up so much of their time and often their own resources to keep the club running.

President Ross Cooke presented Roger & Nola Schroder with their well earned certificate. Roger puts in a huge effort in the engine shed maintaining our big collection of stationary engines while Nola is often helping out in the kitchen and the cottage.





Dale Donald was another recipient of the Norman Brayshaw Fellowship Award. Dale is one of our oldest members and as a retired farmer he has a wealth of knowledge and a lot of experience owning, operating and maintaining a variety of the machines that we have at MVFM.



The awards wouldn't be complete without John Simmons, Aka Old No.6, receiving an award. John, along with his wee digger, is always available to help out with any job that is required of him.



Without Brian Pinnell our grounds wouldn't look as good as they do. Brian keeps the roses pruned and the gardens around the cottage tidy. He is always on hand when there is a job to be done. Congratulations Brian on receiving your well earned award.

Bruce Davies accepts his certificate with a big handshake and a smile from President Ross. Bruce has been a member for a long time and has been involved in numerous restoration projects of tractors and implements. He has a vast knowledge of machines and their origins.



David Brown Restoration

Ian Conway and Al Barclay are making good progress on the DB restoration. Ian was looking for a manifold and with some help from Jim Donald they have managed to find one in good order. The rims are painted and no doubt it won't be long before the rest of the tractor is also painted. I'm sure Ted Hutchison would be happy with the progress.

Trevor Jane (Below) has found a warm spot on a cool winter's day to keep an eye on the restoration.



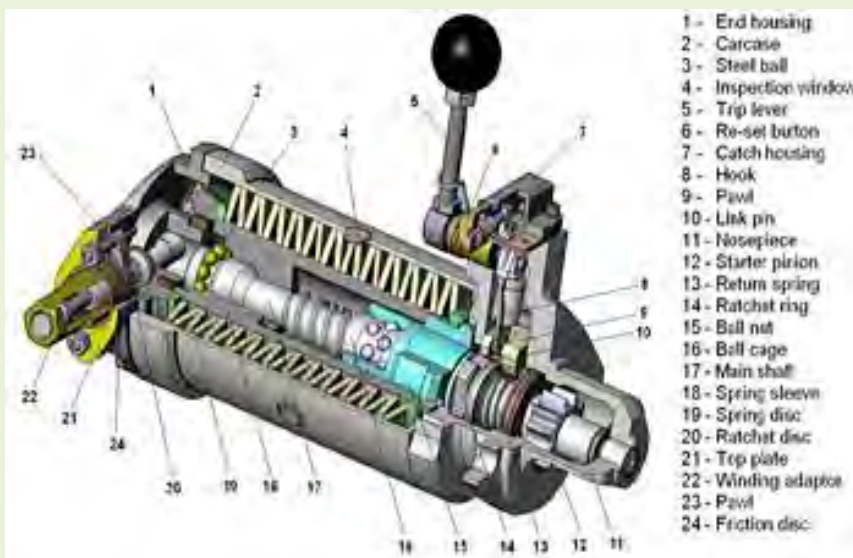
November and the tractor is running. Well done you guys, you will be pleased to see it out of the shed and running, even if it's not quite finished.

Thanks to Al Barclay for supplying these photos.

Jeff Rowberry's P6 Perkins



Jeff Rowberry has acquired a Perkins P6 diesel engine. With a little bit of tinkering and some help from Bernie Smith it fired into life. This engine previously belonged to Doug Wilson of Richmond. Doug said it came off an oil drilling platform. The oil company was in Nelson getting some repairs carried out and it was left at an engine repair shop but wasn't ready when the company left Port Nelson, so it was left behind. Doug also said the engine had only done a few hours since it was overhauled. Because it came off the oil drilling rig the engine has no electrics on it that could cause a fire. This means the engine is started by a spring starter motor. The red handle in the photo on the right is turned until a spring around the outside circumference of the starter body is compressed. With a flick of the small lever, located just behind the red handle in the photo above (or the handle with the black knob in the diagram below) the spring is released, which causes the toothed pinion to engage and turn the engine over (and hopefully start it).



The P6 series Perkins was a very successful diesel engine which was built from 1938 to 1969. The six cylinders gave a total displacement of 288 cubic inch (4.7L) and 86 BHP at 2600 RPM.

On the agricultural scene, many were used in the Fordson E27N tractor and the Massey Harris 744 as original equipment along with many other repowers in all sorts of machines. With the P6 nearing the end of its production life, it was being overtaken by the new, and what was to become, an ill-fated R6. After that came the 6.354 and the creation of the larger bore version, the 6.305, using the new Lucas CAV DPA injection pump. This led to, what had basically started off as a P6 engine, to a total of 318,265 engines being made.

Origins of Lucas CAV - Charles Anthony Vandervell (1870– 1955) formed a company, CAV, making electric carriage lamps, switchboards and accumulators. Vandervell was bought out by Joseph Lucas in 1926 but the company still traded as CAV. In 1931, CAV in partnership with Robert Bosch Ltd, became CAV-Bosch Ltd and began making fuel injection pumps for the diesel industry and later fuel systems for aircraft. Lucas bought Bosch's interest out in 1937 and it became CAV Ltd in 1939. In 1978 the company's name became Lucas CAV and one of their many fuel injection pumps was the DPA Injector Pump, which stands for "Distributor Pump A"

Caterpillar R2 Repairs



After our February Open Day John Neal realised the Caterpillar R2 wasn't running very well and upon closer investigation he found the problem!! The top of number 1 piston had detached from the rest of it which John said was caused by the end of the exhaust valve braking off. John said this was quite common with this model and has since located another piston and valve and has it running like a clock again.

Marlborough Ploughing Assn Competition

All makes and models of tractors and ploughs were out for the annual ploughing competition held at Phillip Neal's property on Rapaura Rd in August. A period of rain, followed by some good weather, made for ideal conditions.

John Butt (below) is a regular competitor with his Cat D2



Repeat competitor, Henry Cosgrove (above), is concentrating on keeping his tractor straight.



Doug Wilson, from Richmond, hadn't ploughed a paddock for a long time and was looking forward to a good weekend of competition with his Model A Allis Chalmers, only to be let down by some people in Nelson who didn't do a very good job preparing his plough.



Jeff Rowberry (left) is looking pretty relaxed on his Fergy while he is turning over his plot.



First timer, young Ben Cooke (above & left), won his category using Jim Cresswell's Fordson Dexter, under the watchful eye of his grandfather, Ross Cooke.



Errol Hadfield (left) has spent many an hour in the seat of a tractor towing a plough but this was the first time he had competed in a competition and therefore was entered in the Novice section.

Errol said he enjoyed participating in the ploughing match as he felt he was representing MVFM and, in particular, competing in the memory of the late Ted Hutchison, who had restored both the Tractor and the Plough he was using.



During the 50's, 60's & 70's Errol ploughed over 2000 acres on his own farm in Nth Canterbury. He said "it was a matter of turning the paddocks over without delay, followed by cultivation and drilling, then on to the next job. I always seemed to be in a hurry to beat, or make the most of the all-important shower of rain".

All ploughing photos supplied by Al Barclay, Linda Cosgrove and Errol Hadfield

Repositioning the Traction Engine

The concrete is being poured and leveled after Ian Conway and his helpers boxed up ready for the new slab that will have the Rose Traction Engine moved about 10 metres closer to Burleigh Road to give it greater visibility at the entrance to Brayshaw Park.

Photo supplied by Al Barclay



Nuts, Bolts & Screws!! Bruce Davies has taken on the onerous job of sorting out our many boxes of fasteners. This is a very time consuming job but well worth the effort when you go looking for that certain sized fastener. Bruce had a measure up along the back wall of the workshop and got the Woodworkers to make up some "Pigeon Holes" for the bolts/nuts that he had sorted by size and thread. Bruce has been working away on this project over the winter months while also dealing with some health issues so thanks very much for all your time and patience for such a worthwhile project.

MVFM's AGM 2020 A small turn out of members made themselves available to attend the Club's AGM



The ladies from the cottage organized a raffle made up of items donated by club members. A very happy Jim Donald, left, won first prize while Ian Conway, right, won second prize.



A new location for the Library

The library has been moved from the Engine Shed to the Denton Building. This makes our library far more accessible and user friendly. The book shelves were donated by a school that no longer had a use for them. Trevor Jane volunteered, to not only move the books, but also go through them and sort out which books and magazines we should keep. He's pictured here during the big sort out which has involved many hours of putting all the books and manuals in order. So if there is any particular book you are looking for just see Trevor. I'm sure you will be impressed with the way he has everything laid out.



James & Chris Kay have also donated their late son, Nigel, collection of books to MVFM so Trevor has a dedicated shelf for this collection.



1904 Oldsmobile Model N “French Front” Touring Runabout

You could be forgiven for thinking that this very nice 1904 vintage car could only be found in a car manufacturer’s museum or it might belong to a very wealthy car collector on the other side of the world.



Well lucky for us there is one right here in Blenheim. It’s not yet restored like the one above but John Pauling, pictured below, has an almost complete un-restored Oldsmobile, Model N, that he is in the process of restoring. Oldsmobile built 700 of these cars in 1904 and they were powered by a 7hp, at 600 rpm, single cylinder, horizontal engine with a six inch stroke and a 5 inch bore giving it a displacement of 1.9 litres. Connected to the engine is a two-speed planetary transmission which transfers the drive to a live rear axle via a single chain and differential. It has mechanical brakes on both the transmission and differential. The engine has a pressure-feed lubrication system and a “Jump-Spark” ignition system. This was the first Oldsmobile to have a steering wheel. The cars were either painted in dark red or dark green and brass side lamps were included in the \$750 price. They were given the name “French Front” for their attractive hood or bonnet which was styled from French cars of that time. It suggested a front engine, which was its purpose, but it merely housed tanks for fuel and water for the engine cooling system. The horizontal engine was placed under the centre of the car. The very front of the car has a very stylish brass radiator.



John bought the car from a vintage car enthusiast in Australia in the 1990’s. He thinks the car arrived in Australia from America in about 1965 but the owner hadn’t done anything with it because he had several other restorations to complete and the Oldsmobile had some serious issues with the engine and he might have put it in the “too hard basket”. John has been slowly restoring the car since he got it but when he got to the engine that put all his skills to the test!! When he got the car the original piston and connecting rod had been damaged and the crankshaft had been shortened and a flat belt pulley welded onto one end. John thinks the engine was possibly used to drive a farm implement and during that time the counterweights on the crankshaft came off damaging the piston, con rod and cracking the bottom of the crankcase. He made some inquiries about getting a new crankshaft made but with estimates in the thousands of dollars John decided to have a go at making a crankshaft and con rod himself. He has used Bisalloy 80 steel, had it cut roughly to the shape he wanted and then started machining it close enough, so that Deane Thornton from Marlborough Engine Reconditions, could finish off in his crank grinding machine. John has a lathe of his own but it wasn’t big enough to handle the odd shape of the crankshaft and the vibration caused by the hit and miss as the lathe tool started shaping it but that’s when he remembered John Johnson from MVFM had told him there was a big lathe in the shed where they had been restoring the old steam roller. This is the old German lathe that Safe Air donated to MVFM.



The photo above shows the crankshaft nearly ready to be sent for the final grind. Better machining has allowed John to attach the new counterweights in a way that they won't come off again. The new counterweights were cut using water mixed with an abrasive compound at pressures up to 50,000psi.



This photo shows the intricate and smooth cut that can be achieved using high pressure water.

John has either made or is in the process of making all sorts of bits and pieces that are either missing or too worn to be used.



The carburetor is almost ready to go while the 150lb flywheel needs just a little bit of machining to "true it up".



I spent several hours with John talking about this project and another Oldsmobile of the same model that he and Ray Fairweather are restoring. Thanks John for your time and allowing me to write an article in our newsletter about this very interesting restoration which we hope we can do a progress report on in our next issue.

Thornycroft A1 Truck In our last newsletter we showed some photos of Will Coup's Hornsby that he was restoring which is now complete and running well. Will is now restoring this Thornycroft A1 truck which has been on his family farm, on the Mahia Peninsula, for about 70 years. The picture below was taken when Will was still at school but it had deteriorated an awful lot since this photo was taken. But Will is not shy of restoring something that most of us would consider a rusty piece of worthless steel as we saw when he dug the Hornsby out of the ground that barely resembled an engine. As we have a very similar model truck at MVFM, Will contacted me in August to see if I could take some photos of the gauges in the dash as he was getting his refurbished and wanted a photo of the emblems on the faces of the gauges so the place he sent them to in Taupo could get them looking just like the originals.



Will's dad bought the Thornycroft in about 1950 to carry bags of Superphosphate from the woolshed to an awaiting Tiger Moth at the airstrip about 200 yards away but of course it would undertake all sorts of tasks around the farm including the all important job of carting the seasons hay. Will has been prompted to carry out the restoration because his family will celebrate, next April, a century of ownership and farming on the property.

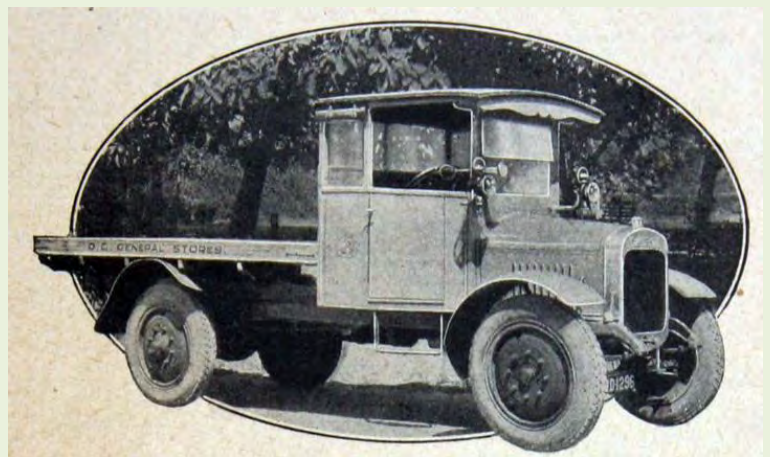


The original owner of Will's Thornycroft, Powdrell Bros, Hawkes Bay, with their fleet of Thornycroft trucks. The truck on the left is the one that Will is restoring.

It came out with single rear tires and of course in true kiwi style the transport company, Powdrell Bros, who owned it first, lengthened the chassis and put an extra set of wheels on the rear and widened the deck to take 2 wool bales. There were no override springs, just wooden blocks held in place by the U bolts.

Will tells me the Thornycroft is nearly complete now. It has a new wooden cab, the bonnet, guards and sides are ready to be picked up from the painters. The aluminum radiator was in poor shape and Will had heard that the Milestones Museum in UK had restored an A1 as well. So he made some inquiries and discovered that they had made some moulds to cast a new radiator and they kindly agreed to cast one for them, but not for free though!! The chassis was rusted out in places which has also been repaired and a new set of springs have been fitted. He said it runs very well and has clocked 30mph around the farm. The electrics are yet to be completed but Will said that might have to wait until the winter as he is involved in a summer project which involves diving on a ship wreck, the Tasmania, that struck a reef and sank off the Mahia Peninsula in 1897. Will said if anyone from MVFM is ever up his way they should look him up and have a look at his collection.

The Thornycroft at MVFM was one of six imported by the Amuri District Council, now the Hurunui District Council and later purchased by Mr. Cyril Penny of Blenheim. He was head stockman at Upcott Station, Awatere Valley and later the farm manager at Maxwell Pass Farm where he sadly died as the result of an accident. Thornycroft produced about 1000 of this model truck between 1924 & 1927



Cottage Windmill Sometime ago Grant Fraser from Taumarunui, who is quite an authority on windmills, made contact with MVFM and asked if he could take a look at the various windmill bits & pieces that we have. He sorted through all the stuff and by mutual agreement he took some parts that he was looking for and in return he put together a complete working windmill for MVFM that will be erected beside the cottage.



Bernard & Shirley have selected a position for the windmill and Jeff Rowberry, along with some other club members have driven in some railway irons deep into the ground to support the windmill. This will no doubt be another great attraction at the Park and will look very impressive beside the old cottage.



COVID -19



For most New Zealanders COVID-19 isn't causing too much stress as we go about our daily business compared to some countries overseas which are heading back into lock down again. I'm sure one of the biggest issues for NZ'ers will be those with family overseas who would normally be travelling throughout the year to visit and often travelling at Christmas time to be with them. For some people, especially in the tourist industry, their lives have been turned upside down and are facing an uncertain future and no doubt a lot of these people will be pinning their hopes on the recently developed vaccine being successful so we can start to travel again. But as the old saying goes "every cloud has a silver lining" and this could not be more true for Ian Le Grice who has been living on his own since his wife passed away a number of years ago. Ian's daughter, Jeanette, has been living and working in Melbourne in the tourist industry for some time and was one of

those workers who suddenly found herself out of a job and facing an uncertain future. So after a call to her father she decided to come back to NZ and be with her elderly father. We had a Club Day back in September and Jeanette gave us a very interesting talk about her situation and her decision to come back to NZ. I'm sure you will be happy to have your daughter at home and will enjoy her company Ian.

Club Open Day – September

MVFM decided to have an Open Day where members of the public could come and have a look around but equally where our members could get their toys out and have a play as the weather was starting to warm up and the days were getting longer again. This was a great day with a good turnout of members who enjoyed the mid day meal and get together. John Neal has the Cat Fifteen out, which he has recently refurbished, for a run around the park.





The recently overhauled Dispatch Foundry steam winch was connected to the steam roller to demonstrate its workings but it had a few issues with the timing of the cylinders. Here, left to right, Brian Pinnell, Jeff Rowberry and John Johnson are working on the issue.



The Engine Shed can be a cold place to work during the winter months but this doesn't stop our team of dedicated members gathering on a Wednesday & a Saturday to continue working on their projects, but thanks to a kind donation we have been given this diesel fired heater to help warm the place up a bit.



Jeff Rowberry is enjoying the warmth while Bernie Smith & Graham Gibson work on a Howard Gem rotary hoe that was donated to MVFM



Acquisitions



When this Chappell & Co. piano was offered to Shirley Shefford by Sally Crawford, it didn't take long for Shirley and her team of helpers to pick it up and find a place for it in the cottage.

Thanks to Pamela Crump for donating this David Brown Crop Master on behalf of her late husband, Paul.

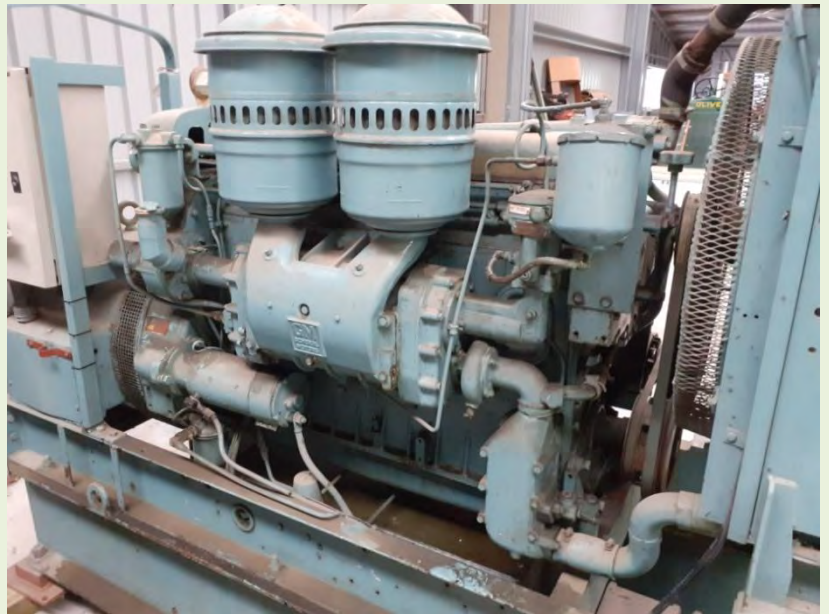


The family of the late Robin Adair have very kindly donated both of his tractors to MVFM.



A Massey Harris power binder has been donated by the Jordan Family of Woodbourne

MVFM have been very fortunate to have two diesel generators donated to them by Marlborough Lines Ltd. This GM 6-71, coupled to a General Motors 60KVA generator, has clocked up less than 10 hours since it was purchased, by what was then Marlborough Electric Power Board, in 1976.



The other generator is this 68KVA Dale generator which is also in very good condition with the 380 Cubic inch turbo charged 6 cylinder Ford looking quite small compared to the 6-71 which is driving a similar sized generator.



Sometime ago Trust Power upgraded their Waihopai Power Station and have donated the redundant turbine-generator to MVFM along with some more stuff that will be dropped off next year. We are fortunate to have some keen members who would like to reassemble the turbine - generator and make it a static display. We also have enough trusses to extend the Engine Shed and put a permanent cover over the display.



This box of assorted Shoe Lasts and several old telephones were donated to MVFM by Stewart Weddell of Wellington. Stewart visited MVFM with a group of friends during one of our Open Days several years ago and was impressed with our displays and very kindly decided to donate these items. Thanks Stewart, I'm sure we will be able to use them in a display soon.

Kitchen Renovations are progressing with the purchase of this kitchen that Shirley Shefford & Bernard Mason saw on Trade Me here in Blenheim. Bernard & Shirley went to have a look at it armed with a tape measure and decided it was in very good condition, would do the job just nicely. With the help of a few club members back in September it was loaded onto some trailers and brought back to MVFM where some of it has now been installed by Bernard, Ian Conway and other club members. Ian applied for and was granted funding to purchase some new kitchen appliances which we should have in the new year.



What was part of a breakfast bar in the previous kitchen has now formed a new server and the Pelmet that a lot of our tall members often banged their heads on has been removed. There is a bit more work to do but it is starting to look good and no doubt when all the new appliances are in and everything has been painted it will look even better. Thanks to everyone who have been involved.



The big diesel generators We often get asked “what is happening with Marlborough Lines Big Diesel Generators”. Well they are still locked up as Marlborough Lines works to resolve the issues that were raised in a report regarding earthquake strengthening and some asbestos within the building. As these are a very popular attraction MVFM hopes one day to be able to gain access to run the engines once again.

Brayshaw Park Defibrillator has now been moved from the front of the Park Cottage to the left hand side of the entrance to the Marlborough Museum. The Vintage Car Club also has a Defibrillator but unless their club rooms are open it won't be accessible.



Edmonds Cookery Book

During the lockdown and over the winter months I decided to look through some old cookbooks that have been in our pantry for some time. These books were from my grandmother's collection and also some from John's family. The books have been well read and used by their previous owners but still provide for some very interesting reading, including facts and hints, that have been hand written in the corners. What started out as a quick look at these treasures turned into a half day of reading and reminiscing about our childhood and the various recipes that our grandparents and mothers had used.

We then discovered the history of the famous Edmonds cookery book. Below is a summary of what we found out. I wonder if any of you have a copy of some of these early editions ???

The Edmonds cookery book started life as "Sure to Rise Cookery Cook" in 1908. This was a small giveaway booklet of 50 pages promoting Thomas John Edmond's baking powder and jellies. It also included cooking hints and "economical everyday recipes". In 1910, the second edition was published with 150,000 copies being printed.

Thomas Edmonds started his baking products business in Lyttelton. He was a grocer and was inspired by his customers who were complaining about the unreliability of the baking powder that they were using. In 1879 he sold his first batch of 200 tins and reassured his customers that their baking was "sure to rise". By now the word had spread amongst the housewives of Canterbury and due to demand he built a new factory in 1922 in Ferry Road, Woolston, Christchurch. This became a distinctive landmark for many years with its beautiful gardens and prominent slogan. These were to feature on the cover of some later editions of the cookbook.

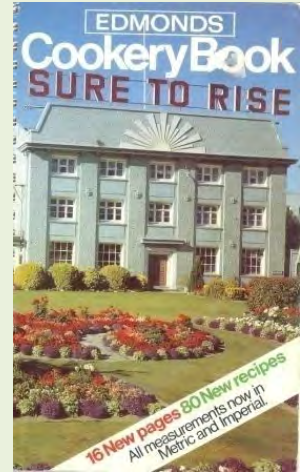
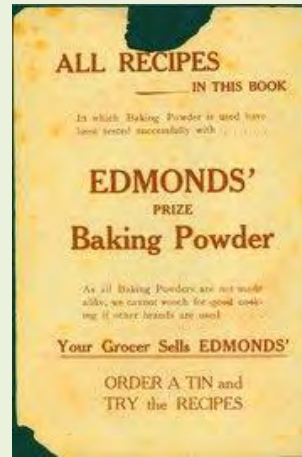
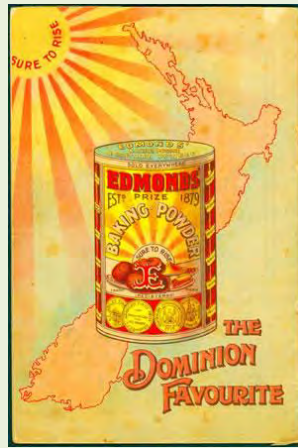


By 1966, the 66th edition of this iconic book was published. Gas and microwave oven versions have also been published. There have been editions printed for children which have been popular with many generations.

In 1990 the factory was demolished amidst much controversy. The following year the Christchurch City Council acquired a major portion of the original Edmonds factory garden. A rose garden and an oval garden have been added.

Today Edmonds continues as a brand within the Goodman Fielder Group. The Edmonds cookery book has sold over 3 million copies since 1908. It has become an icon of national significance and was even chosen to adorn the "E" in the A to Z of New Zealand stamp series produced by New Zealand Post in 2008.





Bygone Advertisements

Here are a series of advertisements I found which may remind people of times gone by.

The Daily
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Besides the taste thrill you get when you quench your thirst in a glass of **Marlborough CORDIALS** you make a definite gain in well-being.

A daily drink of Marlborough Cordials improves appetite and mildly aids digestion.

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HOW TO SAVE PETROL

1. When standing or waiting for traffic lights don't race your engine.
2. When you make a stop for more than a minute turn off your engine.
3. Don't drive at excessive speed. High speed travelling consumes more petrol than twice as much.
4. When starting watch the choke. Don't drive with it out a moment longer than necessary.
5. Be sure your brakes are not dragging. This cuts down your mileage. Have them tested frequently.
6. Have your valves ground when they need it.
7. Have your filling adjustments on the carburettor set at proper points so that mixture is not too rich. If not at proper point it gives insufficient idling performance and wastes petrol.
8. Don't fill your petrol tank to the cap. Some will escape through the vent.
9. Don't drive with your foot on the clutch pedal.
10. Watch petrol line for any leak at joints. Have it checked periodically to see if fittings are tight.
11. Be sure spark is fully advanced. Have your spark plugs cleaned and tested.
12. Avoid excessive use of brakes in traffic.

LIGHTS ARE IMPORTANT

It is essential in the interest of safe driving that lights should be as efficient as possible. Bad lights or badly focused lights doubles the danger in driving, both to drivers and pedestrians. Good lights, properly focused helps to deflect risk.

Make sure all contacts are clean and tight, otherwise it means resistance, and this reduces power of current. Keep battery fully charged, and all connections tight. The Regulations state that lights must be thrown ahead, and each of equal intensity. They must be focussed so that under all conditions of driving the centre line of the main beam of each light must not be higher than parallel with the road, and not rise in the air.

Place your bulbs on white blotting paper. If they appear brown, discard them: they may fail you at an awkward moment.

At night for the safety of yourself and others be sure of your lights, and drive carefully.

This is the RIGHT HAND RULE

(1) GIVE WAY TO TRAMS AT ALL TIMES
(2) GIVE WAY TO TRAFFIC ON YOUR RIGHT
(3) IF CHANGING DIRECTION TO THE RIGHT, GIVE WAY TO ALL TRAFFIC

The diagrams show the procedure at typical intersections, traffic light, or compulsory-stop sign; Study them; Follow them; For your own safety... for the safety of others...

IF IN DOUBT—STOP

SAVE YOUR TYRES

1. Avoid overloading.
2. Avoid under-inflation.
3. Avoid harsh braking, and fierce acceleration.
4. Avoid high speeds.
5. Avoid "kerbing" bumps and other severe impacts.
6. Avoid delay in having damage repaired.
7. Check wheel alignment frequently and correct irregularities.
8. Remove stones and flints from tyres.
9. Change tyres round regularly and don't forget the spare.
10. Submit tyres for replacement in time for retreading.

Inflate your retreaded tyre to the same pressure as a new one.

Wipe off old tyres with dry rag, or apply sand, dry earth, or other absorbent.

Your tyre can be retreaded more than once, if the casing is sound.

Always put the newer tyres on the outer wheel.

A retread tyre will carry same load as a new tyre.

Never use petrol or paraffin to remove oil or grease from tyres, it dissolves ingredients in rubber composition.

Scrubbing tyres will not hurt them; in fact it will do them good.

Before commencing to drive in rain wipe headlight glass over with a rag moistened with glycerine. It prevents the rain collecting in drops on the glass, and will not affect the light to any extent.

Simple questions put to motorists applying for licenses bring some peculiar answers. One man gave his age at 179; another his height as 11ft. 11in. As to occupation, one woman wrote she was a widow. Another thought an ex-wife was a job of some sort. As to sex, one applicant wrote American. Another wrote "medium." And still another woman wrote, "Middlex."

Here's a definition of home happiness which should be appreciated by every married couple: "Four feet on a fireplace fender."

PRACTICAL COOKERY HINTS FOR THE HOUSEWIFE

Notes From Cooks Which Will Help, Save Steps, & Make Your Cooking Easier. Try Out These Points And Thank Them By You

BACON
It is recommended to fry bacon this morning, if you have time, as it is then that it is in its best condition. It is a good idea to keep a small quantity of a store of it in a cool dry place.

SHIN OF BEEF
If you have a shin of beef, it is a good idea to keep it in a cool dry place. It is a good idea to keep a small quantity of a store of it in a cool dry place.

SOFTENING BUTTER
To soften butter quickly, put it in a bowl and cover it with a cloth. It will be soft in a few minutes.

TO REMOVE LUMPS FROM BROWN SUGAR
Put the sugar in a bowl and add a little water. Stir it with a spoon until the lumps are gone.

STALE BISCUITS
Put stale biscuits in a bowl and add a little water. Stir them with a spoon until they are soft.

BROKEN BISCUITS
Put broken biscuits in a bowl and add a little water. Stir them with a spoon until they are soft.

CHICKEN FAT
To remove chicken fat from a pan, add a little water and boil it for a few minutes. The fat will be gone.

CHEESE
To melt cheese quickly, put it in a bowl and add a little water. Stir it with a spoon until it is melted.

CHICKEN FAT
To remove chicken fat from a pan, add a little water and boil it for a few minutes. The fat will be gone.

CHICKEN FAT
To remove chicken fat from a pan, add a little water and boil it for a few minutes. The fat will be gone.

SOME GOOD PICKLES AND A HOME-MADE SAUCE

MIXED PICKLED VEGETABLES

1 lb. mixed vegetables, sliced
1 lb. mixed vegetables, sliced
1 lb. mixed vegetables, sliced

POPULAR PICKLE

1 lb. mixed vegetables, sliced
1 lb. mixed vegetables, sliced
1 lb. mixed vegetables, sliced

SPICED VINEGAR

1 lb. mixed vegetables, sliced
1 lb. mixed vegetables, sliced
1 lb. mixed vegetables, sliced

TO EASY BOTTLES

1 lb. mixed vegetables, sliced
1 lb. mixed vegetables, sliced
1 lb. mixed vegetables, sliced

CARE OF CANNING

1 lb. mixed vegetables, sliced
1 lb. mixed vegetables, sliced
1 lb. mixed vegetables, sliced

MUSTARD PICKLE

1 lb. mixed vegetables, sliced
1 lb. mixed vegetables, sliced
1 lb. mixed vegetables, sliced

SAUCES

1 lb. mixed vegetables, sliced
1 lb. mixed vegetables, sliced
1 lb. mixed vegetables, sliced

TOMATO SAUCE

1 lb. mixed vegetables, sliced
1 lb. mixed vegetables, sliced
1 lb. mixed vegetables, sliced

PULL OUT THESE PAGES AND KEEP THEM BY YOU

HINTS ON PATCHING AND MENDING

INVALUABLE ADVICE ON THE RIGHT WAY TO GO ABOUT IT—REMEMBER CAREFUL MENDING OF SMALL TEARS OR THIN PLACES WILL SAVE A LOT OF WORK LATER ON

THINGS YOU WILL NEED

1. A good needle and thread.
2. A good needle and thread.
3. A good needle and thread.

IMPORTANT TO REMEMBER

1. A good needle and thread.
2. A good needle and thread.
3. A good needle and thread.

COAT BUTTONS

1. A good needle and thread.
2. A good needle and thread.
3. A good needle and thread.

COAT SLEEVES

1. A good needle and thread.
2. A good needle and thread.
3. A good needle and thread.

LEATHER PATCHES

1. A good needle and thread.
2. A good needle and thread.
3. A good needle and thread.

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MENDING TOWELS

1. A good needle and thread.
2. A good needle and thread.
3. A good needle and thread.

REPAIRING A SHIRT COLLAR

1. A good needle and thread.
2. A good needle and thread.
3. A good needle and thread.

SHIRT OR PYJAMA SLEEVES

1. A good needle and thread.
2. A good needle and thread.
3. A good needle and thread.

NAME TAPES

1. A good needle and thread.
2. A good needle and thread.
3. A good needle and thread.

TEAR IN GLOVES

1. A good needle and thread.
2. A good needle and thread.
3. A good needle and thread.

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4 PAGES TO PULL OUT AND KEEP BY YOU

ANTIQUE PEWTER

1. A good needle and thread.
2. A good needle and thread.
3. A good needle and thread.

ASH TRAYS

1. A good needle and thread.
2. A good needle and thread.
3. A good needle and thread.

BLUE MIRROR ON FURNITURE

1. A good needle and thread.
2. A good needle and thread.
3. A good needle and thread.

CHINA ORNAMENTS

1. A good needle and thread.
2. A good needle and thread.
3. A good needle and thread.

CHIMNEY PIPE

1. A good needle and thread.
2. A good needle and thread.
3. A good needle and thread.

TEAR OUT THESE PAGES AND KEEP THEM BY YOU



FRUIT BOTTLING AT HOME

WITH FRUIT PLentiful IN OUR GARDENS AND IN THE SHOPS, IT IS GOOD TO PRESERVE AS MUCH AS WE CAN FOR THE MONTHS AHEAD. A FRUIT DISH OR PIE IN WINTER TIME IS SUCH A REFRESHING TREAT.



THE JARS

Jars bought for bottling have either glass lids and screw bands or metal lids and clip tops. Both kinds have rubber rings which fit under the caps. These rings should never be kept from one season to another in case they perish. Before you use them, if you have bought them, keep the rings in a warm dry place. Soak the rings in hot water for a few minutes before using. Metal covers which have a ring of synthetic resin around the inside can be bought for one and two pound jam jars. If you use these make sure you follow the maker's directions. One pound jars are especially useful for small households.

GENERAL INFORMATION

Always use the best quality fruit that you can procure, and as freshly picked as possible. Of course fruit straight from the garden is best of all. It is best to bottle fruit at the height of its season so then it will not only be cheaper but it will have the best flavor and texture. Fruit when only just ripe is the best. It should never be overripe. Choose berries, and the exception, they should be fully grown but still hard and green.

There are three methods of bottling, all equally good—(a) the method you choose will depend on the equipment you have. There is the cover method,

which everyone can use; the water method, which is just as simple, but requires a large deep container or special strainer, so the jars must stand flat on the fire and be completely covered by the water. The third method is by pressure. If you have a pressure cooker large enough, this method is excellent, but obtain all the instructions from the makers of your cooker before you start. If you intend to handle a quantity of fruit it is a good idea to make a fairly large amount of syrup. Any which is not required for immediate use will keep well in sealed jars for a week or so.

THE SYRUP

The flavor and color of fruit is infinitely better if it is bottled in syrup rather than water. The proportion of sugar and water for this syrup can be varied according to taste, but half a pound of sugar to every pint of water is the usual proportion. A heavier syrup (one pound of sugar to every pint of water) is used for some fruits, such as peaches or English William pears. (This heavier syrup tends to make the fruit give in the jars, but does not in any way harm the flavor, and fruit will often sink again during storage.) Put the sugar into a saucepan with the water. Heat it slowly until the

BRINE FOR TOMATOES

To every pint of water use one rounded teaspoonful of sugar and one rounded teaspoonful of salt. Put and bring it to the boil, by which time the salt will have dissolved. Stir in the sugar.

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10 Sizes and Styles for Hand and Power

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Bone, Shell and Corn Mill

No. 750. \$7.50

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Meat and Food Choppers

TINNED

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No. 82. \$6.75 per doz.

Various Photos





The "various photos" were supplied by Chris McKay , Gerard Logan and John Burnett

That's it for another newsletter and the end of another year. This year has certainly been a challenge and as far as the Pandemic goes it's something that none of us have experienced on such a scale before. On top of that we have had to deal with the Christchurch shootings, the White Island volcanic eruption, floods & fires and a few years ago now, devastating earthquakes which we are still rectifying. All of these events are very trying and on top of that some folk have health issues to deal with and we wish them all the best. The loss of loved ones and friends throughout the year is hard to deal with at the best of times but Christmas can be an even more difficult time. That's when family & friends are so important, so we should share with them the spirit of Christmas and look forward to the New Year. For those of you who are travelling over the Xmas break, please drive carefully and be patient & courteous to other drivers. With warmer and more settled weather in the New Year we look forward to all getting together again and having another successful Heritage Day on 6th February 2021. To all the Members of MVFM who continue to give up the countless hours of their own time and often paying for resources themselves to make our club what it is, THANK YOU.

Merry Christmas everyone.

Kind Regards,

Jocelyn & John

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