



Ancient Iron

Official Magazine of

**Marlborough Vintage & Farm Machinery Society
Inc.**

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Upcoming Events:

Monthly meetings- first Monday of the month- 7:30pm Club Rooms,
Brayshaw Park

Heritage Day.....February 2015

50th Anniversary Celebrations- November 2015

Position	Person	Contact information
President	Bernard Mason	021 181 2281
Vice President	Jim Donald	donalds@ruralinzone.net
Secretary	John Neal	njohnpam@gmail.com
Treasurer	Ross Hamilton	ross.fire@ihug.co.nz
Editor	Jocelyn Burnett	burnett.family@xtra.co.nz

Roles Within The Club

Safety Officer: Ken Barr

Acquisitions & Disposals : John Burnett

Bulletin Editor: Jocelyn Burnett

Publicity Officer: Ross Hamilton

Curator: John Burnett

Restorations: John Neal

Park Administrators Delegates: Jim Campbell and John Neal

Cottage: Shirley Shefford

Editor's welcome

Welcome to the December addition of Ancient Iron for 2014.

Hope everyone is looking forward to some relaxing time with family and friends over the Christmas and New Year break. For those of you travelling away, take care on the roads and take a rest from the driving to avoid fatigue.

The year has gone fast and a lot has been going on around the Club. Next year we will celebrate our 50th Anniversary with the Tua Marina Club over Marlborough Anniversary Weekend in November. Keep this date free as it will be a big weekend for both Clubs. Plans are underway now with lots of activities planned including a street parade and a dinner on the Saturday night.

A Big Thank You to Everyone for all the effort you put into the Club. Every little bit helps and means less for someone else to have to do.

I would like to thank our caretakers Eddie and Alison for their tremendous work they do to keep things running smoothly. I met Eddie polishing the floors in the Denton building early one morning and he was still busy moving irrigation on the newly grassed areas well into the evening. Alison is also ready to help out at any activity and of course grandson Justin, is a keen helper with Thomas every Sunday. We look forward to a productive year ahead.

Thanks again.

JocelynBurnett

Heritage Hall

Some time ago Ross Cooke mentioned at a meeting that if we were to supply some 2400 x 1200 sheets of plywood he could get a mural painted for the Heritage Hall depicting the evolution of farm machinery by a very talented artist serving time in a Christchurch prison. We all agreed and admittedly it has taken some time to see the finished article but it has certainly been worth the wait. I'm sure you will all agree that this is a wonderful piece of work undertaken by a very talented man. When all eight panels are joined together and placed on the back wall of the Heritage Building they will look great. We hope to see more of his work in the future and hope he will be able to use his talents when he is released from prison. Unfortunately we do not know the name of this person as the prison officials will not tell us but hopefully one day the person will come forward and we will be able to thank him. Keep an eye open for these paintings which will be on display soon.

Thanks Ross for organising this project.

The Article below has been written and photos supplied by Karen Mora of Christchurch Prison

Prisoners Supporting their Community

Ad hoc opportunities can appear at any time when it comes to working closer with our local communities. Through chance conversations a topic may arise and our staff realise we might be able to help.

One such prospect opened up when one of our tractor suppliers was speaking with our OE Instructor Cath Sharp. Cath recalls the topic arising vaguely through recognition of the 'wasted talent' in prison, that is many creative and artistic offenders serving time behind the wire when they could have used their talents for better means.

When Ross Cooke from the Marlborough Vintage Tractor and Machinery Club heard about our hidden talent he mentioned that he was in the process of looking for an artist to paint a mural for his club. Cath knew that Programmes was the next point of contact so Ross made contact with them.

When our Programmes Coordinator heard Ross was after murals which reflected the history of tractors and farming, she set about liaising with Art Tutor Corina Hazlett and one of our top prisoner artists to see how we could help. Once everything was lined up and materials supplied by Ross, the prisoner began working on the project. Corina says that “with all projects we had a brief at the beginning which was to create a series of panels (each panel is a large panel of MDF) that reflected the evolution of the tractor. The prisoner and I spoke about a theme from clearing scrub and forest from the land in early settler days with oxen and horse through to the steam engines and then on to the tractor. He had a clear vision and we set about getting resourcing material such as books from the Christchurch Men’s library and I gave him some pictures from the internet. While in prison the only way to get resource material is from photographs or books.

He sketched a lot of the project out on paper so that the drawings could be couriered up to his distance learning with the Learning Connexion diploma in Fine Arts and Design art programme that he is completing whilst in prison. The hours spent on the project also went towards this.

The prisoner was very confident in completing the project on his own. I asked him numerous times if he wanted help to just ask (because he was so busy with work, his own rehabilitative programme, and other course papers he was doing). He was more than happy to work on it though, art is his passion. He has such talent and always gives his time so generously. He has now worked on two art projects that I have asked him to do: 1. Pillars snakes and ladders board for the low security visits area which encourages children to play while visiting their fathers in prison keeping up a vital support link between father and child, and now this one. He also contributed to our two prisoner art auctions.

This is a clear example of how art can benefit the prisoner and the community.”

This particular project was a year in the making, beginning in November last year and completion achieved recently from the prisoner’s new residence out at Rolleston.

Corina’s request to staff is to keep the projects coming!

KAREN MORA





Ian Le Grice

In 1943 a young 15 year old civilian, Ian Le Grice, was about to start a five year apprenticeship as a Diesel Engineer at the Devonport Naval Dock Yard in Auckland. With plenty of overtime available Ian was able to reduce his apprenticeship considerably but stayed on for five years before joining the Roose Shipping Co. as a 3rd engineer and then becoming a 2nd engineer.



The Company purchased from Hawaii an American LST(Landing Ship Tank) No.283 and renamed it the “Rawhiti”. The photo above shows her tied up near the Tamaki Bridge in Auckland. This ship weighed in at just under 5,000 tons, was 328 feet long & 74 foot wide. It was powered by two General Motors 12V567 diesel Engines with a Marine Rating of 900hp each @ 900rpm. That’s 9.2 liters per cylinder. During Ian’s time as engineer on board the engines did over 14000 hrs without any problems. The props, with an 8’ diameter and 4’9” pitch were connected via an Allis Chalmers 2.5:1 reduction gear box. Because the Rawhiti was basically a barge the props were mounted as surface drive props. She had a draught of 8’ forward and 15’6” aft. Ian said it took 6 weeks to build, it was used during the Normandy landings, and he has seen another LST with the number 1066 on it, so the Americans certainly built a lot of them.



This photo shows it berthed in Suva. Note the prop guards on the stern with the top of the prop just visible. The 4.5 ton anchor which would normally be at the bow of most ships and the two gun turrets. Mounted on the rear was a 40mm 8 barrel "Pom Pom" gun and just in front of that on both sides & near the bow (turrets have been removed from the bow) were single, 20mm twin barrel guns, to defend the ship from aircraft attack. As the ship had a flat bottom a torpedo attack wasn't an issue said Ian.

The Roose Shipping Co. used it to retrieve surplus war equipment from the Pacific Islands that was left behind as America and her Allies advanced towards Japan. It was the ideal ship for this type of work with its two big doors in the bow and capable of going close into shore to load or unload its cargo. They were paid by the ton by another company called the "Coral Island Trading Co." to retrieve Caterpillar tractors, trucks, ambulances and other equipment from the Solomon Islands, New Guinea and other western islands right up to the Philippines.

While it was well known that there were Japanese soldiers still hiding on these islands, Ian said it wasn't a big threat but 5 or 6 of these remaining soldiers had been rounded up on Guadalcanal before Ian and his colleagues arrived in the area. For the next five years Ian would get to see a lot of this part of the world and his travels would also take him to Sydney and other parts of Australia where they would either off load or pick up freight to transport to other destinations around the Pacific.

The photo below shows the Rawhiti approaching Sydney Harbour Bridge with amongst other things a good load of "Carry All's" (tractor towed scrapers) on board. A lot of these machines were destined for the "Snowy River Power Project".



On another occasion when the Rawhiti required its annual survey back in NZ a load of 70,000 Australian Hardwood sleepers were transported back for the New Zealand Railways. These were collected from Grafton, NSW where they travelled inland about 70 miles up the Clarence River. They carried 140,000 sleepers over several trips for the NZ Railways.

Cattle were also moved and on one occasion 340 head were transported to Russell Island. Two Northwest 80D 170 ton Excavators only just managed to squeeze their way into the cargo hold on another trip.

60,000 galvanised 44 gallon drums were collected from one airfield in New Guinea. Some of these drums still had Av gas in them, so the bung was removed and its contents allowed to run on to the ground. Ian says it wasn't much good for anything else because it was 100 octane aircraft fuel and a lot of vehicles at the time were running on about 60 octane. These drums were transported to Suva where they were cleaned and refilled with coconut oil.

The photo below shows Ian standing on the drums that were stacked eight deep as they approach Suva.



The guy with the knap sack sprayer on the right is spraying the drums both inside and outside for malaria. At the time New Guinea had malaria but Fiji didn't. After the drums were off loaded in Fiji they were stacked ten high, ten wide and stretched three quarters of a mile along the wharf!!





And like all good blokes after a hard day's work !!!

From left to right are the ship's cook, electrician, 3rd engineer & Ian as 2nd Eng.

While working for the shipping company Ian got married and after five years of working for them it was time for a change and to start a family. He soon found another job working for Mason Brothers, who at the time, were the biggest engineering firm in Auckland, where he was initially employed in the workshop. Mason Brothers were the General Motors agent and Ian soon found himself installing and servicing mostly GM's in the north Island for forestry and marine customers.

In 1968, Ian with his wife and his family of four moved to Christchurch to become the South Island sales manager for Mason Bros. where he sold and installed some of the equipment that was used for installing the penstocks at Benmore Power Station.

In 1970 Ian left Mason Bros. and started his own business in Christchurch selling steel, which was mostly Bright Bar bought in from overseas steel mills.

In 1978 Ian sold his business to Mico Wakefield and retired to Blenheim.

In 1980 through an association with Bob Thoms, Ian became involved with MVFM. One of his big highlights has been establishing the Engine Shed. This involved acquiring the displays, arranging them, maintaining them and running them on open days.

In 1984 Waitaki International approached Ian about removing the big diesels from the Picton Freezing Works and reinstating them at MVFM.

With some help the Crossley & Ruston engines were removed and bought to the Park where they were put into storage until about 1987 when a new shed was built to house them.

Ian has also been involved with Marlborough Lines standby generators at Murphy's Rd Sub Station for over twenty years now. They were decommissioned in 1992 and he has often run these engines for public display.

In the last 34 years he can lay claim to having worked on most of the machines at the park and has seen a lot of changes within the Club. One of the biggest projects was establishing the Denton Building where a lot of time and effort went into completing it.

While Ian isn't as quick on his feet any more he still volunteers one day a week for door duty, runs the big diesels on Open days and is often at the Park on a Saturday morning for a cuppa. He likes to catch up with some of the Club members who have now become good friends, or to offer some of his vast experience on a project that maybe in the workshop for restoration.

Earlier this year Ian was made Patron of the Club in honour of his big contribution to the Club.



Here's Ian taking a break during the open day in November.

Ian on behalf of MVFM I would like to thank you for the big contribution you have made to the club over the years. I would also like to thank you for supplying the photos, information and sharing some of your past experiences with us.

John Burnett



Saturdays are often one of the most busy days at the park and on this occasion Graham, Eddie, Ken and their young apprentice Justin were busy putting the fuel tank back in this International after some repair work had been carried out.

Cottage Update



Thanks to the ladies who keep the garden tidy around the cottage which is looking very colourful at the moment. Also to Margaret, Graham, Sandra, Jean , Helen and all those who have spent several days lately opening the cottage to the public. It is certainly well received by all who visit and a great asset to our Club. We look forward to seeing more of Shirley in the New Year, her advice and wisdom is so valuable to us new comers.

Also a Big Thank You to Fay who continues to keep us well stocked with fresh homemade jam. This is very popular with Club members and the general public and is a steady source of income for the cottage restoration fund.

Jocelyn Burnett





More work has been done on the dairy at the back of the cottage. Bernard, along with some help from other club members has found some interesting items to put on display. This display has been well received during recent open days. The wash room will be next to be completed as time allows with related items to be put on display.



50th Anniversary



Another meeting has been held for the 50th Combined Marlborough and Tua Marina Vintage Machinery Club's celebration. A lot of ideas have been put forward but the success of this event will be determined by the number of people willing to give a little of their time to help prepare and participate in this worthwhile event.

You should have already received a copy of the minutes and any committee member would be pleased to hear of any further suggestions or help for the above weekend.

The Donald Family have planted a small paddock of barley on their farm at Kaituna which will be thrashed during the 50th celebrations next year. Jeff Rowberry donated the barley and fertiliser. When the barley is ready it will be harvested using a mower/binder. The "stooks" of barley will be placed end to end, baled using a round baler and put into storage until required. The barley got off to a good start, reported Jim, but rain was badly needed and lucky for us it received about an inch during the second week of December.

The photo above shows Dale Donald after sowing the paddock of barley which will be harvested and stored until November next year when it will be thrashed using the thrashing mill from the Tua Marina Club.

Next Meeting : Tuesday 20th January 2015, 7.30pm in Denton Building.

Acquisitions



On behalf of the Hollingworth Family, Malcom Gibson has been instructed to donate this old Tellis chainsaw to MVFM. Malcom can recall Mr. Hollingworth using this chainsaw which is in very good condition and also comes with a spare bar and chain. An interesting point about this saw is although it has a single cylinder Villiers engine it has two exhaust ports/mufflers on it.

We have had quite a few chainsaws donated to the club over the last few months which will be added to the big collection we already have.

We have also had several Massey Ferguson tractors donated to us. Thanks to everyone who donates items to MVFM.



Since receiving this Cat D4 7u from the Ryans, it was noted it didn't take long for John Neal, our club secretary and notable expert on this era of Caterpillar's, to start carrying out some repairs on it. I guess once you've had that yellow injection it's there for life and hard to stay away from them!!

Thanks for your help John.

Disposals Approximately 10 ton of scrap steel has just been removed from the park after a good price was negotiated with a dealer from Nelson.

Restorations



As usual Alan Petersen can be found just about every Saturday at the Park busy on a restoration project. This time he is applying the finishing coat of paint to this David Brown swamp plough

Vauxhall Car Club Morning Tea

On Monday 27th October Doris and Ken Barr along with a small group of helpers hosted a group of Vauxhall Car Enthusiasts from all over the country and some from as far away as Australia for morning tea at our Club Rooms.

A warm cuppa and a wonderful array of food were set out for the visitors who enjoyed a chat before visiting other parts of the Park. Warren had the forge stoked up in the Black Smiths shop and the cottage was enjoyed by a number of people along with the Heritage Building.

Well done to all those involved and a Big Thank You to everyone who donated baking for this event.



Left to Right:
Helen Hamilton,
Marion Standish,
Nola Schroder
and Doris Holdaway.



Morning Tea Muster



And time for some close up conversation before the car club arrived!!





Marlborough Lines Sub Station, Murphys Road.



Public viewing of the diesel generators which had been planned to occur every three months has had to be put on hold. Certification for the diesel engine air start system, which requires 250 psi, has expired and needs recertification. Until this has been undertaken any further planned openings have been stopped. An offer has been made by some of the members of MVFM to carry out any remedial work if necessary. Talks are under way with Marlborough Lines and other interested parties to resolve this issue.

Open Day : November 2014

Members enjoyed a busy weekend over Anniversary Weekend preparing and participating in the Club's annual Open Day at Brayshaw Park.

Sunday will be remembered for the very blustery wind but there was no rain and a good crowd enjoyed the displays. A large number of families with young children enjoyed the hands-on displays such as the hand pumping of water, the vintage tractor displays and the rides on Thomas and in the old School bus. Warren was a very popular man in the blacksmiths shop after an article in the mid week paper. Children were keen to watch him at work which was evident by the large crowd which gathered around. A steady stream of interested people visited the pioneer cottage and many stories were told of "how it was done years ago."

Another popular display was the line up of chain saws and the rotary hoes.

The Patchett Green, kindly loaned by the Vintage Car Club for the weekend was an ideal spot for the displays. Hopefully we will have our green area ready for next years event.

Members of the public enjoyed a cuppa in the Denton building while Warren and his team were kept very busy on the barbeque.

The Grand Parade was a sight to be seen with members showing off their favourite machine. A number of interested people enjoyed a ride on the tractor they had worked on in their working life.







Vern Bishell

Well known Blenheim dog trialer and retired 4th generation farmer Mr. Vern Bishell was present at our Open Day in November. This photo was taken while he was reminiscing about the Farmall Cub he used to have on his own farm. John and I caught up with him one evening to hear a little of his life working around the Marlborough region.

Vern and his late wife Marie, leased and later bought a 300 acre farm on Brancott Road in 1957 from Mr Bob Laidlaw.

A Farmall Cub was the only tractor on the farm at the time and was used mainly for feeding out although it did plough a 4 acre paddock with a single furrow plough.

In 1958 Vern was introduced to dog trialing by Jim and Bob Laidlaw and so a life time of trialing began. He has served on both the Marlborough A & P and Marlborough Dog Trialing committees for over 50 years. Mr. Bishell has been president and now Patron of both Clubs. Because the Dog club doesn't have any club rooms many committee meetings have been held at Meadowbank Farm or at the Bishell's home in New Renwick Road but now the Woodbourne Tavern is often the venue for such gatherings. Together Vern and Marie have made life time friends from around New Zealand and beyond through their association with both organisations. Vern remembered that 1968 was his personal best year for trialing. In that year he qualified in the New Zealand Dog Trial Championships gaining a 3rd place in the South Island and a 5th place in New Zealand Champs.

The Bishells have spent the last 36 years in their home at Omaka where Vern still has 4 dogs that he trains and takes to trials around the region. His recent outings have been to shows in Motueka, Christchurch and the Marlborough A& P. When asked what is involved in training his dogs, Vern's reply was "Dogs do what you ask them to do- can't ask for anything more." He is still training young dogs with another one due home soon.

Vern and his siblings were bought up on a farm at the head of the Omaka Valley where their father had 16 horses which he used to plough up to 150 acres per year. Vern's Dad made a trip into town on one occasion to buy 6 horse covers and returned with a Allis Chalmers WF tractor which he purchased from Gorton Cuddon. Vern recalls a very proud moment when he was a young 14 year lad. After push biking on gravel roads to his uncle's farm at Selmes Road he was presented with a team of 4 horses all ready and waiting for the keen young man to harrow a paddock. Thus, another interest was born and Vern has been involved with ploughing events ever since. He judged at the New Zealand Ploughing Competitions at Spring Creek in May this year.

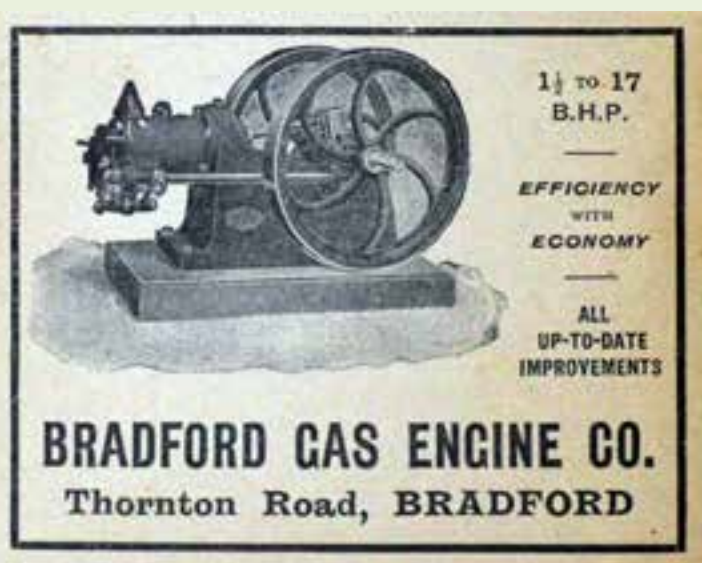
Vern and his brother Ron worked together contracting around Marlborough. They owned Allis Chalmers tractors and headers and Case hay balers. They also used a portable Kiwi shearing plant which belonged to their father. This had a petrol motor in the middle of it that was very noisy to operate.

This is only a small account of Vern's life. We enjoyed talking with him and look forward to reading more about his family history in the book he has lent us. I'm sure there are many more stories to tell about the changes he has seen in his lifetime from the widespread use of horses on the farm as a boy to the introduction of tractors and hay balers in his younger years as a working man to the modern air conditioned, electronically controlled tractors of today.

John & Jocelyn Burnett

Bradford Gas Engine Co Ltd

Dockenfield Engine Works,
Shipley, Yorkshire.



Early Bradford engines were fitted with a low tension magneto ignition but during the period that the "limited liability" company was formed, around 1912, the company adopted high tension ignition for their engines, with a Hills magneto being chosen.

Around 1925 the Hills magneto was replaced by the popular Wico EK magneto. The enclosed crankcase Bradford, introduced during 1928, came in water- and air-cooled forms. In 1919 they moved to the Dockenfield address, where the company remained until engine production ceased. The 'King of All' range was introduced in 1923 and remained the basic design until 1928 when the fully enclosed crankcase engine was introduced. The enclosed crankcase design, with a few modifications, remained in production for some 25 years. Around 1930 a heavy oil engine was built featuring oil ring bearings and force feed lubrication to the piston.

Over the years the Bradford Gas Erie Co built many engines under contract and these can be found bearing a wide variety of name plates, ie: Amanco, Ogle, Walsh & Clark, Chalmers Edina and others.

In the late 1920s and early 1930s the Bradford Gas Engine Company offered a cold start heavy oil engine. The final design, introduced in 1946, had both the inlet and exhaust valves mechanically operated plus Solex carburettors.

Article supplied by Rod Clark

Bruce Davies

Just over the Wairau Bridge heading for the Kaituna Valley on the right was the Davies family farm of approx 180 acres. Bruce, with his wife and family were the fourth generation of Davies to farm there. Bruce's forebears came from England in the late 1850's. The Maher's were also farming in the area however neither the Davies or the Maher's had titles to their properties initially. Legal titles weren't signed over until approx 1861 when both Mr. Maher and Davies decided they should saddle up and travel through to Picton to get the deal legalised through the "Crown Grant". Bruce says that this document is in the archives at the Marlborough Museum under Steve Austin's care.

The property was always a mixed cropping and sheep farm. Oats amongst other things were grown under contract to CW Parker & Sons with a good proportion of these going to the Wellington Zoo. Litchfield's were contracted on most occasions to carry out the thrashing using their traction engine driven mills, with the Drake Brothers of Tua Marina helping out when needed.

Bruce recalls most of the farm work being carried out using horses but just after the Japanese invaded Pearl Harbour the first tractor arrived on the property, a model WC Allis Chalmers. Like so many other farmers this was to change the way farming had been carried out for generations prior to this.

The first tractor Bruce purchased was a second hand David Brown 900 from Ward in the early 60's and he can clearly remember the "hair raising" trip bringing it back over the Dashwood and Weld Pass using the "Maori over drive".

Bruce went onto marry Blenheim lass Pauline Slade and together they worked the farm and raised 3 girls. Many fun times were had on the family farm with the two older girls helping out by rounding up the sheep for lack of good sheep dogs and helping with feeding out. Bruce was often to be found in the shed fixing machinery and helping the locals with breakdowns, repairs and the like. Bruce sold the farm in the early 80's and started an agricultural contracting business for a while before retiring. The farm changed hands several times after that with a fair portion of it now in grapes like so many other farms are now around Marlborough.



But Bruce's love of machines, engines, and tractors started from an early age. A good friend of Bruce's, Ross Dalby who attended Renwick school with him can remember at a very early age a boy who drew pictures of tractors on the blackboard but wasn't fond of sport, walking or running any great distance

or liking to travel by Shanks's pony. Bruce moved from schooling at Kaituna to Renwick, which meant he could catch the bus each morning as it ran from Havelock to Blenheim and vice versa on the return home each day - making a shorter school day as the bus timetable was well within school hours. Bruce then attended MBC till the age of 16 and left to work on the family farm. The family home also housed the postal service which was started by James Davies (Bruce's great grandfather), this service catered for the Kaituna area and the locals collected their post from the house right up to 1977.

At the age of 17 Bruce was diagnosed with type 1 diabetes. Norm Brayshaw was the pharmacist at Wairau Pharmacy who dispensed his medication for his diabetes and by this stage Norm already had a keen interest in collecting some of Marlborough's vintage farm machines. He asked Bruce back in about 1958 what he thought about the possibility of the old dump/sawmill site being turned into a vintage farm machinery park. The sawmill was originally run by Fred Musgrove, the Collins Brothers & Gregor McLean ran the logging gang along with others at various times. It was just after the passing of Fred Musgrove and the Collins brothers that the idea of opening a vintage machinery park was born. As the land was owned by the Crown, Norm set about getting the Crown Land transferred to the council so the park could be formed and a good and fair price paid for the lease of the land which amounted to not much more than a peppercorn. It was not until the late sixties that all the legal matters were sorted and the park administration was formed. The model engineers were first to join followed closely by the vintage machinery, the car club and historical society. Various other clubs joined later on to form what is currently in place. Other founding members of the park included Ralph Denton, Bob McCallum, Royd Woolf, Ken Anderson, Geoff Carr and numerous other locals.



Bruce participating in the Grand Parade of the 100th A & P Show in 1970.

While Bruce didn't become a member of MVFM until after Norm Brayshaw died he had always followed with interest in what was happening at the Park. Norm would often ask him his opinion on various matters when he was in the pharmacy. Bruce too has seen many changes at the Park and after some recent issues with his health we hope he will be around for some time yet to see some more changes. Thanks to both Bruce and his daughter Linda for their input into this article.

John Burnett



Christmas at the Park

Alison and Eddie along with help from their family hosted a day out for families to enjoy before Christmas. Sunday 7th December saw Thomas decorated for the festive season. Warren had the forge fired up and the ladies opened the cottage for the day.

Unfortunately the wind came up again but a steady stream of people enjoyed their outing and the attractions on display. A sausage sizzle and cold drinks were available.

Thanks again to Alison and Eddie for organising this event.



Trevor Collins



At the time of our last newsletter, Trevor and his wife were overseas. Since then he has sent us his work history but we won't get to see much of him until after the Easter Air Show as he spends a lot of his spare time preparing for it. Trevor hopes to have his Fairchild aeroplane completed in time for display at the Show.

My brief work history is something like this:

I started an apprenticeship with F.E. Musgrove Ltd as a fitter-welder in 1966 when their workshop was situated in Henry St behind the old Grosvenor Hotel. (which was very handy!) About midway through my apprenticeship Musgrove's built their new workshop in the Burleigh Industrial Park and I finished my apprenticeship there. An interesting note is that my boss, Evan Musgrove, was friendly with Norm Brayshaw and supported Brayshaw Park in its inception stage. Quite often I would be dispatched to the park with the Fordson Major powered portable welder to carry out some engineering tasks- "Just book your time to cleaning the workshop" was the instruction.

In 1976 I moved to Twizel with my wife and young family and worked for seven years on the Upper Waitaki hydro scheme as a scroll case welder. During this time I restored a 1921 Harley Davidson 1000cc vee twin, my first restoration project. At about the same time my father, Cedric, restored a 1923 Harley and sidecar- a very nice bike with a sidecar body that he built himself. While in Twizel I gained my commercial pilots licence and ended up as chief flying instructor there. Later I again worked for Musgrove's and various other employers before finally starting Spring Creek Engineering which I have now sold. I am now semi retired and enjoying restoration projects, my current one is a 1934 Fairchild 24 aircraft which I have been working on part time for 5 years and hope to have flying later next year.



Ralph Gillespie has resigned as a member of MVFM but we would like to thank him for his long association and contribution to the club through his hands on help and serving on several committees. Just before he left he donated this reciprocating saw for a raffle with the proceeds going to the restoration fund. Tickets have been selling well. Thanks Ralph and all the best for the future, we would welcome you back at any time.



Jason Mera was enjoying our open day in November and was obviously showing some interest in driving one of our tractors in the Grand Parade. Jim Donald obliged by letting him have a go on this Farmall Cub. As you can see by the smile on his face he enjoyed every moment of it. Jason has asked that we pass on his thanks to MVFM for giving him the opportunity to drive a tractor for the first time.

Congratulations Happy Birthday to all who celebrate their birthday in December, January and February.

Illness

To any Club Members who are feeling under the weather at the moment either with a cold or something more serious, we hope that each day will bring an improvement and you will soon feel better and be back on the road to good health.

WHAT ARE SENIORS WORTH?

Remember, old folks are worth a fortune —

With silver in their hair, gold in their teeth, stones in their kidneys, lead in their feet and gas in their stomachs. A few changes have come into my life.

Frankly, I have become a frivolous old girl. I'm seeing five gentlemen every day !

As soon as I wake up *Will Power* helps me out of bed.

Then I go to see *John*.

Next it's time for *Uncle Toby* to come along, followed by *Billy T*.

They leave and *Arthur Ritis* shows up and stays the rest of the day.

He doesn't like to stay in one place all day so he takes me from joint to joint.

After such a busy day I'm really tired and glad to go to bed with *Johnnie Walker*.

What a life ! Oh Yes I'm also flirting with *Al Zymer*.

P.S.

The Preacher came to call the other day — he said that at my age I should be thinking about the hereafter.

I told him I do, all the time. No matter where I am — if I'm in the parlour, upstairs, in the kitchen or down in the basement, I ask myself what am I here after ???



While looking through some of the club archives we found this article about the Hanomag crawler that is currently under restoration and thought you might like to read it.

When is a tractor not a tractor?

A photograph in last week's *Saturday Express* of a derelict Hanomag German crawler tractor has sparked some memories for Mr Terence Boyd of Kaikoura.

The crawler, part of a static display at Brayshaw Park, spent many years in Kaikoura and the rest of its service at Karama working in the sawmill and logging industries.

Mr Boyd said it was used by the late Mr Gordon Hamilton for logging in the bush at his mill in the Puhī Puhī Valley.

"I had the privilege to drive it, now and then, to tune and test it after my brother had overhauled or fixed it," he said.

The Hanomag tractor was built about 1932 or 1933, and thereby hangs a

tale, Mr Boyd said.

"At that time the members of the League of Nations, including Germany, were involved in a vast disarmament programme which didn't suit the uprising Hitler's plans.

"So, to produce vast numbers of army tanks he cunningly had these Hanomag tractors built as farm tractors," Mr Boyd said.

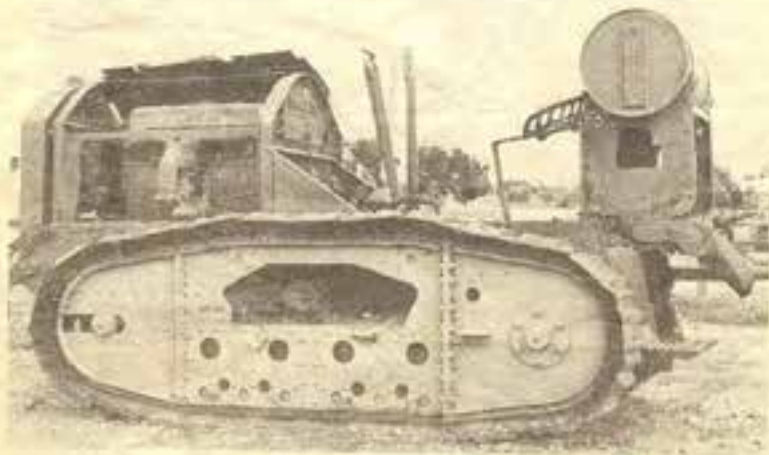
"At the same time, vast numbers of armour-plated tank bodies were made to suit, so in virtually 10 minutes a tractor could be driven into a tank body," Mr Boyd said. "Four big pins would be fastened to this structure, one at each corner, and off it went as a complete army truck."

Hence the tank type tracks and frames, Mr Boyd said.

When the engine oil was changed it was transferred to a small tank from where it could be applied to the squeaking tracks.

"I pity any German soldier who drove this outfit into battle. Because of its egg-shaped tracks, it would pitch and felt worse than any block dray," Mr Boyd said.

He said that anyone looking closely at the original engine would think it had been built by Rolls Royce or Mercedes Benz because it was a real example of the very best in design and finish.



A few days before Christmas, a man enters a pet store looking for an unusual gift for his wife. The store manager tells him he has just what he's looking for! A beautiful parrot named Chet that sings Christmas carols.

He brings the husband over to a colorful but quiet bird. The man agrees that Chet certainly is pretty, but he doesn't seem to be much of a singer. The manager tells him to watch as he reaches into his pocket and pulls out a cigarette lighter. The manager then clicks the lighter and holds it under Chet's left foot. Immediately Chet starts singing; "Silent Night, Holy Night."

The husband is very impressed with Chet's singing abilities and watches as the manager moves the lighter underneath Chet's right foot. Chet now starts to sing "Jingle Bells, Jingle All the Way." The husband says Chet is perfect and that he'll take him.

The husband rushes home to his wife and insists upon giving her this wonderful gift immediately. He presents Chet to her and starts to explain the parrot's special talent.

Demonstrating, he holds a lighter under Chet's left foot and the bird sings "Silent Night." He then moves the lighter under the right foot and Chet lets loose a round of "Jingle Bells." The wife is absolutely amazed, and with a mischievous grin asks her husband what happens if he holds the lighter between Chet's legs instead. With his curiosity aroused, the husband relocates the lighter as his wife suggested and the bird begins to sing - Chet's nuts Roasting on an Open Fire!

(Ouch!)

Next Issue

Hope you enjoy reading this edition of Ancient Iron. We both enjoy researching and listening to the many stories from those who are keen to talk with us. Please forward any material you may have that you think may be of interest to our readers.

Until next time, have a Happy time over the festive season and we look forward to hearing all your stories in the New Year.

Next issue due out in early March 2015.

Jocelyn Burnett