



Ancient Iron

Official Magazine of

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

Issue 5 www.vintagefarmmachinery.org.nz September 2015

Upcoming Events:

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

50th Anniversary Celebrations- October/November 2015

Heritage Day – February 2016

Position	Person	Contact information
President	Bernard Mason	b&jmason@clear.net.com or 5724803
Vice President	Jim Donald	donalds@ruralinzone.net
Secretary	John Neal	njohnpam@gmail.com
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Editor	Jocelyn/John Burnett	burnett.family@xtra.co.nz

Roles Within The Club

Safety Officer: Ken Barr

Acquisitions & Disposals: Ted Hutchison

Bulletin Editor: Jocelyn Burnett

Publicity Officer: Sandra Welburn

Curator: John Burnett

Restorations: Ross Hamilton

Park Administrators Delegates: John Neal , Jim Campbell

Cottage: Shirley Shefford

Buildings & Maintenance: Jim Donald

Open Days Convener: Ken Barr

Auditor: the incoming executive shall appoint a new Auditor.

Solicitor: David Dew

Editor's welcome

Welcome to the spring edition of Ancient Iron. As you are aware our last news letter was back in March. An extended holiday has meant we have been delayed in getting this letter out to members. A number of tasks have been undertaken around the Park and we hope to highlight these in this newsletter.

During Marlborough Anniversary Weekend we will celebrate our 50th Anniversary with the Tua Marina Club. 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 dinner on the Saturday night. Anyone interested in helping with preparations for this event are encouraged to attend the monthly meeting. Offers of help over the weekend would be much appreciated.

Please feel free to forward me any photos and stories that you might like to be included in the next addition.

Thank you to everyone for all the effort you put into the running of the Club.

JocelynBurnett



50th Celebrations

Preparations are well underway for the Combined Marlborough and Tua Marina Vintage Farm Machinery Clubs 50th Celebrations to be held on 31st October and 1st November 2015.

A parade of machinery will take place through town on Sunday 25th October to help promote the celebrations to the general public. Members are asked to support and participate in this event which will start at MVFM, Brayshaw Park and proceed down Maxwell Road to the BP intersection where we will turn down past the Fire Station then along High Street to Seymour Street. From there the parade will turn onto Maxwell Road and travel back to the starting point. If you own a tractor on rubber tyres or would like to drive one of the club's tractors on the afternoon of the parade, please get in contact with one of the organizing committee members as soon as possible. Flyers promoting the following weekend's events will be handed out as the procession moves through town. We are looking for several volunteers to help distribute these flyers.

The weekend will be an opportunity for young families to enjoy a day out as well as a timely reminder to our older folks to reminisce of days gone by. A number of activities are planned for the children such as milk separating and butter making.

Helen and Alison will be in the kitchen preparing some delicious food to have with a cuppa in the Denton Building for the hungry people who will be attending this event. A BBQ is also planned to run throughout the weekend.

A dinner is planned for Saturday evening starting at 6pm. This will be a catered function which will be held in the eastern end of the Denton Building, **\$ 45 per head**. This includes nibbles and a complimentary wine, beer or fruit juice on arrival. People can bring their own beer if they require more as we do not have a license to sell alcohol. Tea and coffee will be available at the end of the evening.

For catering purposes, definite numbers are required by Saturday 10th October at the latest. NO NAMES, NO MONEY, NO DINNER. Any queries, please contact Jocelyn Burnett (021 142 9252 or 5780437 evenings). Payments can be made by cash or cheque (please enclose in a well named envelope) or by internet banking : 031355 0805881 00, reference= your full name.

Tickets for a monster raffle will be sold before and during the weekend. Members are asked to contribute grocery items to the basket which is located in the Denton Building. The winning tickets will be drawn on Monday 2nd November. Members from both Clubs are asked to sell as many tickets as they can before the weekend starts.

Throughout the Park there will be a number of static and working displays. Wheat will be thrashed and straw will be bailed. The Car Club has kindly allowed us to use the Patchett Green for our displays.

Warren will have the Blacksmiths workshop open which has been a big draw card in the past.

Shirley and her helpers will have the cottage open which now includes the dairy out the back. Fresh jams will be sold over the weekend.

Celebration shirts and caps are available for sale. Contact Godfrey, phone 57 77175 .

Shirts \$45, Caps \$ 20.

Keep this weekend free as I'm sure it will be one to remember for a long time to come. It is a great opportunity to showcase our Park and the heritage of our province.



Marlborough Heritage Farming

50th Anniversary Celebration

Marlborough Vintage & Farm Machinery Society Inc. and
Tua Marina Vintage Traction & Machinery Club Inc.
are joining forces to celebrate their
50th anniversary
on
Saturday 31st October and Sunday 1st November 2015
10 am to 3 pm each day
at
Brayshaw Heritage Park, Blenheim

Bring the family for 2 GREAT DAYS OUT
lots to **SEE** and **DO**

Restored 1882 Pioneer Cottage
1908 Keystone Steam Wrecker
Rabbiters' Hut from Mullemouth Station
Vintage Farm Machinery
Vintage Hay Press
Working Threshing Mill
Butter and Cheese Making
Blenheim Borough Council McLaren Steam Roller
and much much more

Historic Working
Vintage School Bus Kiosk
Vintage Cars
Stationary Engines
Craft Sheds
Train Rides
Wool Spinners
Food Stalls

Admission Prices:
Adults \$10 per day
Students \$2 per day
Children under 12 Free
1 day Family pass \$35
2 day Family pass \$70

For further details please contact:
Ross Cooker: rosscooker@terra.co.nz
Peter Ticker: auget@tiffing.co.nz
or email info@hfp.co.nz
or visit our website: brayshawpark.co.nz



Marlborough Heritage Farming

50th Anniversary Celebration

Marlborough Vintage & Farm Machinery Society Inc. and
Tua Marina Vintage Traction & Machinery Club Inc.
COMBINED 50th ANNIVERSARY CELEBRATION
31st October - 1st November 2015 at Brayshaw Park, Blenheim.

ENTRY FORM FOR EXHIBITORS Entries close 15th Sept. 2015

Name: _____ Ph. No. _____
Address: _____ Email: _____
Club or Private entry: _____

Please list below items to be exhibited, (so we can get an idea of where everything will go)

We will be hosting a **CELEBRATORY DINNER** on Saturday the 31st October in Dunlop Hall.

Menu: Starter: Selection of finger foods
Main: Selection of 2 meats
Potato choice
Selection of roasted seasonal vegetables
Dessert: Choice of 2

Complimentary wine will be available throughout.
There will not be a bar, so if you are not a wine drinker, please bring Your Own.
Tickets for the meal are \$45 per person and must be ordered in advance.
Please indicate how many tickets you require here: _____

Check out our Website for latest news: www.brayshawpark.co.nz
Please return completed entry form on or before 15th Sept 2015 to:
MURRAY
50th Anniversary Celebration
P.O. Box 517
Blenheim

If you prefer email your completed form to the email address below.
If you need further information please contact Sandra Waltham on 033729746 or 0212068746
or email: sandra.waltham@tepki.co.nz

Boundary Fence



Finally the new boundary fence has been completed. Earlier in the year several club members assisted with the trimming of the blue gums. Graeme Shefford and Brian Parnell spent many hours preparing the area for Renner Contracting to carry out the work. The 1.8 metre high chain mesh fence, with a 3 wire, barbed outrigger, runs for a distance of approximately 650 metres from the Heritage hall to the Car Club. The project was funded by the MDC and Park Administrators.



Firewood



Firewood from the clean up of the gum trees around the boundary is now available for sale. Chris McKay is busy here getting another load ready for sale, the price is \$200 for 3 cubic metres delivered within the borough or \$75 for a cubic metre.

John Neal purchased the first load of firewood which was loaded onto a trailer by an unnamed person using a front end loader. John questioned the skills of the operator of this machine because when he received the wood he also received enough top soil to plant and re grow the trees

again!!!! The soil was duly returned to the Park!!

Orders are now being taken and we can tailor the order to suit your requirements without the top soil.

Spring Tidy Up



Ernie Thompson takes his turn at keeping the lawns mowed at a time of the year when the grass grows very quickly. Weed spraying is also undertaken to reach those areas where the mower doesn't reach.

This work is much appreciated and helps to make the Park look very smart and tidy.

The Greatest Tractor Trek of All

When a friend asked Sir Ed “What was your greatest achievement”, his reply was “Getting three little tractors to the South Pole”- not being the first to climb Everest!!! This puts things into perspective about how difficult the job was and how determined Hillary was to succeed.

In 1955 Dr Vivian Fuchs, a British scientist and explorer, was keen to journey across Antarctica and complete the journey that Ernest Shackleton had attempted in 1915. Fuchs engaged Sir Edmund Hillary to set up supply dumps from the proposed Scott Base on the Ross Sea to the South Pole, while Fuchs would set up Shackleton Base on the Weddell Sea side of Antarctica. Britain would support Fuchs’ team and New Zealand Hillary’s team.



But Hilary’s treatment by Fuchs on the ship going down to Antarctica the year before got up his nose. Fuchs held planning sessions each Friday afternoon with his team leaders. Hilary was pointedly excluded. This sowed the seeds of his revenge.

At 4.30pm Monday 14th October 1957 with temperatures as low as -30° C, Hillary, Ellis, Mulgrew and Balham set off with the three tractors plus a Weasel & Caboose, seven sledges, 10.8ton of equipment and supplies. The three Fergy’s were donated by Ferguson UK for hauling supplies from HMNZS “Endeavour” to Scott Base. The tracks were made by Ferguson Scandinavia for snow work. Special silicone wiring was used and heavy duty starter motors and generators were fitted.

The trip was from Scott Base, along the pack ice, up the Beardmore Glacier (the biggest in the world, some 200 miles long). It was full of crevasses (100 in 1 day, all 1 metre or more wide).

Onto the polar plateau at 10,000ft they needed more power from the engines, so the governors were adjusted from 2200rpm to 3000rpm.

They laid supply dumps and markers for Fuchs with the aid of a Beaver aircraft (there was no GPS then) which flew from Scott Base when the weather permitted.

The three Fergy tractors made it without any major issues, except for one, which required a cylinder head change because it had burnt out valves.

An accompanying small tractor, called a “Weasle”, was soon abandoned with terminal illness!!!

The tractors never had cabs when they arrived at Scott Base. Hillary led a tractor team to Cape Crozier as a trial run and soon found the drivers were freezing without something more substantial to protect them from the cold. Thus during the wintering-over period cabs were designed and fitted at Scott Base. Yes, they used Dexion for the frames as this was in good supply. A blind was devised for the front of the radiator to control the amount of cold air passing through the radiator. The bonnets were cut in half and canvas was used to duct radiator heat past the carburettor, to stop it icing up, and up into the cab. With temperatures as low as -30 to -40° Celsius the ducted heat would still only allow the driver about one hour’s driving before he could endure the cold no more. The driver would then swap with another driver who had warmed up in one of the towed huts. The tractor was steered by levers welded to the foot brake pedals so the steering wheel was removed and the steering locked. Most of the time the tractors were run in 2nd gear and averaged about 1.7 miles/ gallon. They towed two loaded sheds each and the sleeping hut.

When Fuchs realised Hillary was on his way to the Pole he contacted the British Government to stop him. The UK government contacted the NZ government who ordered Hilary by radio to immediately stop. Hilary’s response was to turn off the radio.

At midday on the 4th January 1958 all three Ferguson tractors rolled into the South Pole with 20 gallons of fuel left between them. The rest is history. Fuchs was soon forgotten even though he made the first Trans Antarctic crossing. Hillary will always be remembered for driving the three little Fergy's to the South Pole.



Peter has always had an interest in Sir Edmund Hillary and his trek to the South Pole using Ferguson Tractors. When our eagle-eyed President, Bernard Mason spotted it on Trade Me, he contacted Peter and the rest is 'Fate accompli'.

This tractor, now at Brayshaw Park, is a studio prop used in the making of the film "Hillary" which is due to be released soon. It is a close copy of the originals but "poetic licence" has been used. (the average punter won't know).

"I hope this adds another unique display to our Park" says Peter.

This must be "The Greatest Tractor Trek of All".

Peter has a book called "Something Different", written by John Callesen, which shows the author restoring a Ferguson to the original specification of the Hillary tractors. It also has some interesting photos and stories about the trek to the South Pole which is well worth the read if you can get a copy of it.

Peter Hart.

Restoration / Acquisition & Disposals Committee.



After our last AGM in May some new people were elected onto this committee.

Members of the combined Restoration / Acquisition & Disposals committee are from left:

Ted Hutchison (Acquisitions)

Ross Hamilton (Restorations),

Roger Schroder, Peter Hart, Ken Barr, Allan McWha.

Since this photo was taken, John Burnett has replaced Alan Petersen on the committee. Alan has moved to Christchurch with his family. However he is still a member of the Club. We would like to wish him all the best for the future.



Brakes on several of our forklifts have recently received some attention to improve their effectiveness.



Above, Allan McWha, is busy repairing the brakes on the David Brown forklift while John Burnett is repairing the brakes on the Clark forklift.

Acquistions

We have received at least four tractors in the last six months. Steve Bell from the Northbank has donated a Zetor tractor along with some other farm implements.

Ross Beech has donated a David Brown 30T Cropmaster tractor which was purchased new from Charlie Saunders in the early 1950's. Local man Jack Neal was the salesman who sold it to Sinclair Cummings, who owned "Stronsay" in the Medway Valley, where it was used for agriculture work and developing tussock hill country. Sinclair also owned the Oliver OC-3 crawler that is at MVFM. Ross and Chris Beech purchased Stronsay and the crawler in 1980. They fitted a blade to it in 1982 and used it for track maintenance and land development. When they sold Stronsay in 2008 the crawler went with them to their new property on Booker Road where it was used to develop and landscape the new property.

Ken Small of Wrekin Road has donated a TEA Ferguson tractor.

The son of the late Jack Neal has donated his father's David Brown 880 tractor. Some of you might remember Jack driving it around the district with either a rotary hoe or a mower on the three point linkage.

Rex and Joan Dobson of Seddon have donated this Ford County 954 Super 6 tractor (front mounted blade removed at present). This tractor was an important piece of machinery for twenty years when they owned their Manuka Island property. It was used after frequent and major flooding to enable them to cross three creeks and travel the five miles to the main highway. It was also used for major development work, clearing scrub and putting in a twenty five mile fence line.



Restorations

Rod Clark has been busy restoring a Howard tractor/rotary hoe and has supplied a brief history of the Howard story and photos of his own restoration.

Howard Rotary Hoes and Tractors

A 16 year old teenager called Arthur Clifford Howard began working on his invention in Gilgandra, New South Wales. In 1912 Howard built a prototype hoe. It used rotating discs driven by a tractor engine to cut weeds and plant roots and mix these with the soil. For many crops this method produced top soil more suitable for seeding and growth than conventional ploughs had done. He designed many different rotary hoe models for specific applications including orchards, vineyards, sugarcane and heavy duty hoes for clearing. In 1928 Howard started the Howard Auto Company near Sydney and by 1929 he was exporting hoes throughout the world. By the 1970's the company had produced more than 400, 000 hoes, sold them in more than 120 countries and had operations in 14 countries.

The two-wheel tractor category sold in Asia, Africa and South America, were capable of preparing 1 hectare of land in 8 - 10 hours. These are also known as power tillers, walking tractors or two-wheel tractors. Years before they were considered only useful for rice growing areas, where they were fitted with steel cage-wheels for traction but now the same are being used in both wetland and dry land farming all over the world. Compact, powerful and most importantly inexpensive, these agricultural rotary tillers are providing alternatives to four-wheel tractors on smaller farms in developing countries which are more economical to run.



Four-wheel tractor-drawn rotary tillers are attached to a three point linkage and are driven by a power take off shaft. Generally considered a secondary tillage implement they can and are commonly used for primary tillage. They also can also be used for inter-cultivation between rows of vines, etc. The Howard 2000 garden tractor was first produced around 1962 and production continued through to the mid-1970s .



My latest restoration project is a Howard 2000, about 1970 would be as near as I can find out. I found this one when I was asked to identify a stationary engine for a local identity by the name of Jase Perano, when I arrived where he had the engine, there sitting outside the shed was the Howard and so the end result was a bit of negotiating and I settled on a price and it was mine complete with rotary hoe , plough and Spring Tyne cultivator . The tractor had not run for a couple of years so needed a check over, new points plug and a carburetor kit and away she went, so the rest of it checked out pretty good.

Next was a strip down of all parts except engine and gearbox , a good clean up and repaint then reassemble it all with decals made by BB Signs.

Blacksmith's Repaint



Once again Warren Johnston has been busy making improvements to the Black Smith's Shop. Having already tidied up outside Warren scrubbed the building and repainted it using some paint that Bernard Mason donated to the club.

Joseph Taylor used to be the blacksmith that ran his business on the eastern end of High Street. Warren was keen to put up another sign on the building other than the proprietors name. With some help from John Orchard and Bernard Mason, it was decided the name "Beaverton Village, Blacksmith" would be an appropriate sign. Now I always thought Blenheim used to be known as "Beavertown" because of the frequent floods the town endured. John Orchard, who is our local historian, has informed us that prior to our town being officially named Blenheim it was referred to as either "The Beaver", "Beaver Station" or "Beaverton". So Warren approached a local sign writer, Brian Benseman of BB Signs, to see if he would make the new sign which he has done at no charge to the club.



Mr. Joseph Taylor was born at Bolton, Lancashire, England, in 1814, and followed the trade of a blacksmith, at which he excelled. He emigrated to Australia, in 1853, in the "Bonaventura." On arriving in Melbourne, he went to the Ballarat diggings, which he reached the day after the historic riot. He met with no luck, and so he worked at his trade for a short time, until he decided to try New Zealand, to which he came by the ship "Bella Creole," in 1854. From Wellington he went to Picton, where he was engaged to carry mail to Blenheim, then a difficult and dangerous undertaking. Mr. Taylor was the first tradesman to start black smithing in Blenheim, and through want of proper appliances, he was compelled to make some of the tools of his trade himself. He was the father of Freemasonry in Marlborough, and served on the town board before the borough was formed. The Taylor River and Taylor Pass are named after him. Mr. Taylor was held in high esteem for his many good qualities, and when he died in 1893, he left three sons and one daughter.

Warren has also improved the forge. This was done by using an old forge that was available and fitting the fire box from that into the existing hearth. He then rebuilt the air flow ducting which increased the air flow by about 65%. Warren commented “this has made a huge difference by allowing bigger items to be worked on and the increased air flow has given a lot more heat and we don’t have the problem of Clinkers clogging up the grill anymore. A great success at no expense other than time”.

Warren has more plans for the area in front of the Black Smiths Shop which will further enhance the Smithy’s shop so keep an eye on what he’s up to!!

Great work Warren, I’m sure during our 50th celebrations your demonstrations will be very popular as usual.



Roger Jones's Shed

Not that long ago Roger Jones was having his photo taken on the site of his new shed. Now we are taking his photo inside the new shed with the first piece of machinery in it which is a 1935 Sunshine Header that his father bought new. There were two headers of this model to come to Blenheim that year. The McCallums of Riverlands bought one and Roger's father bought the other. Roger's father carried out contract work with it in the Woodbourne area as well as heading his own wheat. It is powered by a four cylinder Hercules engine and requires a tractor to tow it, a man sitting in front of the radiator to control the “pick up” and two men on the left hand side to bag the grain as it comes through the header. Flour mills in the area were reluctant to take the grain that these machines had headed. It was believed that the wheat needed to be cut



and left in a stack to “sweat” first and then “headed”. This Sunshine header is in very good condition. As Roger pointed out “it only needs a good grease and it would be ready to head another paddock of wheat”. Roger is very happy with his new shed and is looking forward to bringing his Case header, model T60 with a V8 Chrysler engine in it, to the Park from it's current location and putting his other, mainly International, tractors in the new shed as well.

Learn to plough



Ted Hutchison and Bruce Davies are both good keen men when it comes to ploughing and have participated in a fair few competitions. Ted and Bruce are willing to pass on their skills to anyone that might be interested in learning to plough or brushing up on their own skills. They are in the process of organising a venue and time in the near future at a property handy to the Park. If you are interested in this event please contact Ted on 5735991 or Bruce on 5728708 to register your interest.

May 1910 THE GARDEN MAGAZINE 75

How to make your garden beller

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Our best advice is to buy a Planet Jr. tractor, and you will want to do all your work in the best way.

Increased production depends on efficient cultivation, and this can best be secured by the use of Planet Jr. garden tools. These specially constructed, with various special and attachments enabling you to combine with the efficiency that comes to the soil, garden and other in the garden, both of which are necessary in increased production of the garden. These tools, including various garden tools and tractor crops, and Planet Jr. make your garden quickly and with less labor because of their light weight and ease of operation. Use them, because they are the best of gardeners, and all in the garden a good weight.

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No. 1 Planet Jr. Garden 100 and 1000 Series. These tools, including various garden tools and tractor crops, and Planet Jr. make your garden quickly and with less labor because of their light weight and ease of operation. Use them, because they are the best of gardeners, and all in the garden a good weight.

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Always Get the Best

Remember that the best garden tools and tractor crops and tractor crops, and Planet Jr. make your garden quickly and with less labor because of their light weight and ease of operation. Use them, because they are the best of gardeners, and all in the garden a good weight.

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—that any other tractor approaching it in Weight and Power Development. 1 plus power, 1 plus weight.

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The "Certified" Wallis is the product of development and refinement through 12 years of field service. Wallis manufacturers have devoted their energies to building the one type Tractor better and better. The Wallis is recognized as "America's Foremost Tractor."

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Wallis built for you just a tractor. Hence why you can make more and the effort expended with the Wallis Tractor—because it's built to last.

Roger's Signs

Roger has been quietly working behind the scenes making these wonderful signs to advertise what is available from the kitchen for our 50th Celebrations and any future Open Days. Roger's sister has kindly completed the sign writing which will be an asset to bring people into the food areas.

Thank You, Roger for all your hard work not only with the signs but for all the other tasks that you undertake around the Park.



Cottage Update

Not a lot happening at the cottage. Roses have been pruned and the gardens are weeded.

A resin life size cow has been purchased from Smiths Auction rooms, Christchurch. We will eventually display the cow in a milking shed at the rear of the cottage.

A big thank you to Fay Bowler for the jam , Jean Drake for the delicious lemon honey and Shirley and Graeme Shefford for the marmalade. Thank you to those who support the cottage fund by buying from the sales table.

Shirley Shefford.



The dairy behind the cottage has now been restored to how it would once have looked, thanks to the hard work of Shirley and her helpers. The photo shows Shirley working a Diabolo cream separator. When this separator reaches the correct speed, the bell will ring. The butter churn on the bench was used for small quantities. Children will be able to use both the churn and the separator over the weekend of the 50th Celebrations.



Thanks to the hard work of Brian Parnell and Graeme Shefford, the back of the cottage is looking very smart after a path has been laid leading to the dairy and washroom area.



Daisy and Jenny are new additions to the displays about the Park. Daisy will find a home in the milking shed behind the cottage once this area is completed. It is unsure whether Jenny will milk the cow or will find a spot in the bath tub in the wash room.

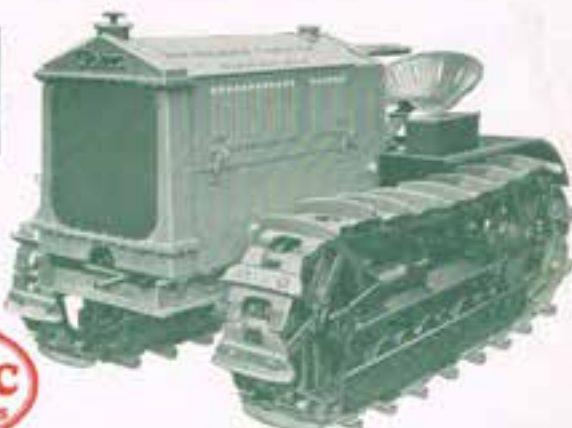
Thomas the Tank Engine



After hundreds of trips around the Park, Thomas the tractor finally gave into some much needed maintenance. It was getting to the point where it was difficult to keep the tractor running said Eddie, our caretaker. Most of you will know he and Alison give up most of their Sundays to take visitors around the park with Thomas and his carriage. So the decision was made to put Thomas into the workshop and spend some of the money that he has earned for the Club on himself. The engine was removed to fit a new clutch, front and rear crankshaft seals, a new sump gasket, tappet cover gasket, a water pump and a reconditioned generator. Most of these parts had to come from the USA.

Working on an Oliver tractor makes a change from working on orange tractors for Ross Cooke but like all tractors they still have the same basic parts. Here Ross is fitting the last of the parts back onto the engine before it gets refitted to the rest of the tractor. Between Ross and Graeme Shefford the maintenance has been completed.

Its great to have Thomas fixed and ready to go for the 50th where he will be kept busy busy!!!



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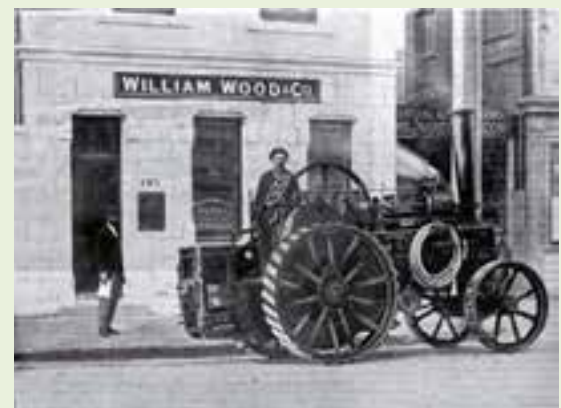
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Adapt. Creation (the) Man Tractor with bag in drive



New Fowler 1897



Ailsa 103

CLETRAC

Work Shop Tidy Up



With a lack of workshop space available for our Club secretary to progress with the restoration of the Hanomag crawler, John Neal put a proposal to the Club to clean out the west side of the workshop. The Riverside Railway Society were approached to see if they would be interested in having the large machines such as the lathes and drills that had been positioned in that part of the workshop and mostly unused in recent times. Under the proviso that MVFM can use them if required in the future they have accepted them but haven't yet taken possession as they too need to have the time to organise their workshop to fit these machines in. John soon had this area cleaned out and you may recall in our March edition we photographed him as he started the clean out. In June he had just started to build his new bench and get some lights and power outlets organised. As you can see he has now moved into his revamped workshop with the second Hanomag positioned ready for the restoration project. A Caterpillar 15 is also in the workshop which is receiving some attention – the radiator has been repaired and now the entire machine is being stripped down for repainting. A 1928 model, it lived all its life in the Tetley Brook and Grassmere areas before coming to Brayshaw Park about 30 years ago.



Burkhart's Standby Generator



Late last year Burkhart Fisheries of Ward approached MVFM to see if we would be interested in a 100KVA diesel generator that was now surplus to their requirements. After a short discussion at one of our meetings it was decided to accept the offer and the unit was delivered in February of this year. Some of our members,

including Ian Le Grice, Godfrey Earle and Jeff Rowberry (pictured) made room in the engine shed for the generator and soon had it sitting in position.

The set was installed in Burkhart Fisheries factory in 1994 as a standby generator to supply power to the freezers should the main supply fail at any time for any reason.

It was a fully automatic system designed to take the full load within 12 seconds of main grid failure. The set was built up in New Zealand mainly from second hand equipment by Diesel & Generation Ltd, Auckland. It consists of a Gardiner diesel model 6-LXB fitted to a Stamford alternator model UC274D which is then fitted to a common chassis with a Rolls Royce radiator.

Ian and his team have disconnected the automatic start up equipment, fitted manual gauges and have generally given it a check over ready to start. After finding two good size batteries for the 24 volt system, starting was attempted but a fault in the fuel system required further diagnosing which led to the injector pump. Two plungers were stuck but this was soon rectified and the engine was running like a clock. Ian says he has been told the Gen set was removed from service because it was hard to start. It hasn't taken Ian and his team long to sort things out and get it running. Lucky for us Ian wasn't asked to look at before it was donated to MVFM!!



Timothy Harvey's Burrell traction engine has recently arrived at MVFM for the 50th celebration. Thanks Tim for supporting our 50th anniversary.

Murphy's Road Diesels



In December last year we reported that public viewings of Marlborough Lines former standby diesel generators were put on hold while the air system was upgraded. We have received notice from John Neal that the system has been cleared and we can commence with public viewings. The first one will be this Sunday 4th October, then Sunday 1st November for the 50th anniversary and Sunday 7th February 2016. The doors will open from about 1pm on each of

the days with the engines being started at 2.30pm. The large Davey-Paxman and Harland & Wolf diesel engines are well worth a look. Spread the word, everyone is welcome, entry by a gold coin donation please, see you there.

New Sheds

Some time ago MVFM was offered one of the first grape harvesters in the district by Wither Hills Winery, along with the offer of two sheds that were surplus to their requirements because the room was needed to increase the size of their tank farm. After a meeting and a site visit by our club president along with some key players in the building removal business, the offer of two sheds to go with the harvester plus the money that Wither Hills would have spent to dismantle the sheds was accepted.

Bernard Mason has supplied this account of moving the sheds from Wither Hills Winery to their new home at MVFM

Two large sheds were given to MVFM from Wither Hills Winery plus a considerable sum of money that was to be used to demolish them. After consulting with Tim Latter of Classic House Removals and Gerard Coffey of Coffey House Removals it was decided the best way to shift them was to remove the large roofs in one piece with a crane and truck them to the park. Because of strict safety criteria we kept the working team to myself, Graeme Shefford and Brian Parnell. Well, on the first working day we were stripping the cladding from the walls when Brian decided to give Graeme and myself a bit more to do by collapsing with a heart attack!! After trying to get the message across to the 111 dispatcher that the Wither Hills Winery, New Renwick Road, was sufficient for the ambulance to find us and it wasn't in a suburb and yes he was having a heart attack, but how did I know, the ambulance finally arrived. I let them through the coded security gate then had to go back to let a second ambulance through. They took poor Brian to Wairau Hospital, then later that night they flew him and his wife to Wellington where a few days later he had a quad bypass. That was the first day and the safety officer at Wither Hills had to explain to his bosses why 70 year olds were working there on a Saturday.



Then came the day to lift the roof, 16 meters long by 6 meters deep onto the trailer. I am up on a tele handler hired from Crafar Crouch, driven by one of their men, I'm in a cage with a harness with my chainsaw harnessed as well to cut the poles under the roof with a Z cut while the roof was held with the crane. "Great fun, no pressure"!! All went well and we got the roof on the trailer. At 10 am they headed off, Gerard Coffey and his man piloting the front with two vehicles, Tim Latter piloting the back. Into Arthur Baker Place, turn into the car park, won't fit, cut off steel post holding the chain. We disconnected Crafar Crouch's truck off the trailer and Tim took over with his industrial Ford tractor. The shed was measured at 6m but I hadn't allowed for the steel lifting frame sticking out 100 mm each side. At the steel gates in front of the Denton Building we had to remove gates and one gudgeon. We had about 25 mm to spare! While we had lunch the Hydralift Crane of Daniel Wallace's lifted the Cage Bird Club's shed onto its new foundations, all go! Going through the gate that has the locked chain, both posts had to be removed and going between the sheds we touched both roofs. 16 m long was quite tricky to manoeuvre but we got there, unloaded and breathed a sigh of relief.



The next roof will be shifted in two halves each 10 m long but about 200 mm narrower so we should have heaps of room. We have spent 2 days prepping the second shed so far.

These two roofs arrived at the park on Tuesday 21st July with no problems. The first one left Wither Hills at 9 am, was unloaded and they returned for the second one which was in the park by 11.30. The poles were erected for the first shed and the site was cleared for the second shed. This involved cleaning out, re-housing the equipment and dismantling one of the “lean-to” sheds between Ross Cooke’s building and the Cottage.



Special collars were made to clamp around the new poles and around what was left of the poles still attached to the roof of both sheds. The material to make these collars was supplied at cost price by John Butt of Butt Well Drilling. The pipes were cut and flanges welded onto them by Charlie Rogers and Godfrey Earle. Some cunning thinking by Bernard allowed the sheds to be sat on the new poles as they sat at Wither Hills Winery. Once the roof was secured club members soon had the cladding put back around the second shed.

As you can see by the photos it has been a big effort to get the sheds shifted and re-erected at MVFM during the winter months when the weather wasn't always favourable.

Bernard has led this project with the help of local businesses and club members with true professionalism. He has had a budget to work to and has completed the project on budget and on time!! Well done Bernard a big thank you from all of us.

Often Bernard would phone club members during the evening to see if they would be available to help at short notice. A big thank you to all those who did assist but a special mention must go out to some of our members who have tirelessly given their time and energy to this project. Graeme Shefford, John Simmons, Brian Parnell, Ken Barr, Godfrey Earle, Roger Schroder, Ross Cooke, Ralph Gillespie and Jeff Rowberry.

While we might not have gained any extra shed space it has allowed us to remove one of the first sheds that was erected at the park. By dismantling this shed we will be able to use the iron to clad the first single peak shed from Wither Hills Winery and more importantly it opens up the park for Open Day displays.



A cold morning on the 19th September saw the start of one of the biggest working bees at MVFM for sometime. The shed that had taken centre stage at the park for so long was being dismantled, making way for progress!! With everyone helping the job was completed by mid afternoon with the small lean-to due for dismantling the following weekend. With a good turn out of club members this job too was completed by mid afternoon. The site has now been backfilled with top soil that has been moved from the site of Roger Jones's shed and the first shed from Wither Hills Winery. The ground is now ready for sowing with grass seed. Once again a big thank you goes out to all the club members who have assisted with this big project.





MVFM would like to thank the following businesses for their support -:

Wither Hills Winery For donating the buildings and the money to shift them.

Gerard Coffey, Coffey House Removals. He provided expertise and piloted the shift at no cost.

Tim Latter, Classic Building Removals. He provided his time and expertise and the trailer to deliver the buildings. His only charge to the club was the cost of the permits.

Daniel and Richard Wallace, Hydralift Cranes. They supplied their services for half price.

Graham Kerrigan Engineering. Engineering services at a discount price.

Crafar Crouch. For their contribution at a very reasonable price. The precision work by Jason for driving the tele handler while Bernard cut the roofs off and their co-operation with the other contractors.

Also a big thank you to everyone who supplied us with photos of the sheds being dismantled, shifted and reassembled. Unfortunately we can't use all of them.



Roof Shout

It was decided that we would have a roof shout BBQ on the afternoon of Saturday 12th September. This was a good opportunity to say thank you to everyone who had assisted with the Wither Hills sheds. It was an enjoyable BBQ and get together.

We are not sure who the young lady is sitting on Bernard's knee, someone said her name was Jenny, but she does seem quite relaxed as Brian and Graeme patiently await their turn!

Congratulations

Happy Birthday to all who celebrate their birthday in October and November.

Illness

Our thoughts are with our Club Members who have had some health issues over the last few months. We hope they are feeling better and look forward to seeing them about the Park in the near future.

Condolences

In our April edition of Ancient Iron we interviewed Trevor May. It is sad that we hear of his death recently after a short illness. John and I spent several evenings talking to Trevor and listening to all his stories of the early days at Brayshaw Park. He had many adventures around the Marlborough region with Norm as they retrieved unwanted treasures which now feature in our displays for the next generation to cherish. Trevor had an amazing memory of not only the Park but of days gone by in Marlborough.

We extend our sincere sympathy to Trevor's wife, Mary and their family.



Next Issue

The next newsletter will be out early in December. Please feel free to forward any articles that may interest our readers.

Thank you to Rod Clark for the advertisements which feature throughout this newsletter.

Jocelyn Burnett



