THE VETERAN FARMER
DIE VETERAAN BOER

THE JOURNAL OF THE VINTAGE TRACTOR AND ENGINE CLUB OF SOUTH AFRICA ÷ AUTUMN EDITION 1995



In this issue

TRACTORS OF SOUTH AFRICA

MEN OF TRACTORS

Plus Club News, Letters, Machinery Mart and more!

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Cover: A 1927 Hart Parr 18-36 tractor, going through its paces at the annual tractor pull at Clocolan in the Orange Free State. The proud owner is Mr Gerhard Wille of Ficksburg who restored this tractor nearly 10 years ago after having recovered it in a derelict state.

Chairman and Editor: N H March,
Box 147, Greytown.
Tel: (0334) 71405.
Hon. Secretary: Mrs A M March,
Box 147, Greytown.
Tel: (0334) 71405.
Spares Secretary: Stuart Campbell,
PO Box 60, Eston 3740.
Tel: (0325) 81673.
Computer Lists, etc: Royden King,
PO Box 735, New Germany 3620.
Tel: (031) 7051098.

E CAPE BRANCH
Chairman: Roy Nel,
Riverina, Cradock 5880.
Tel: (0481) 227.
Secretary: Mrs Yvette Theron,
PO Box 112, Cradock 5880.

OFS BRANCH
Voorsitter: Mnr Joe Von Schimper,
Posbus 100, Marquard 9610.
Tel: (05272) 246.
Sekretaris: Mev Zoe Bartleman,
PO Box 300 Ladybrand 9745.
Tel: (05191) 2466.

NATAL BRANCH
Chairman: Mr Whitty Boast,
Box 54, Umlaas Road, 3730.
Tel: (0325) 51848.
Secretary: Mrs Evelyn Arnesen,
8 Landsberg Road, Pietermaritzburg 320.
Tel: (0331) 457473.

HIGHVELD BRANCH
Voorsitter: R van Vuuren,
Posbus 2991, Ermelo, 2350.
Tel: (01341) 4123.
Sekretaris: H Weilbach,
Posbus 871, Ermelo, 2350.
Tel: (01346) 1313.

W CAPE BRANCH
Voorsitter & Sekretaris: C Marge,
Staffstraat 8, Ceres 6035.
Tel: (0233) 22213.

NW TRANSVAAL BRANCH
Voorsitter: Daan Pienaar,
Posbus 155 Ottosdal 2610.
Tel: (018032) 13640.
Sekretaris: Nic Vallentgoed,
Posbus 173, Wolmaransstad 2630.
Tel: (01811) 21496.



SEEN AROUND THE MUDDY FIELDS – The recent heavy rains around the country have been very welcome. This, however, did not deter Johan Van Den Hoven, from taking the robust old 1910 Peerless Chain Driven Truck for a drive.

PEOPLE AND TRACTORS

Roy Nel, Chairman of the Eastern Province Branch of the South African Vintage Tractor Club in Cradock is one of the men who makes things happen in the movement. Roy organises the annual get together of old tractors at a special festival in Cradock. This is a well run interesting and fast moving show. This year it will be held on September the 8th, 9th and 10th. For further details contact Roy Nel on (0481) 3227.





WILLEM PRINSLOO MUSEUM

The Willem Prinsloo Museum has a large and interesting collection of tractors. Some of these are amongst the oldest in South Africa such as the 1910 Stock tractor. A scheme now exists where members of the Vintage Tractor & Engine Club of South Africa assist Museums to bring tractors back to running order. This machine was recently brought back to life and displayed at Clocolan by Mr Roelf van Vuuren of the Highveld branch of the Vintage Tractor Club.

THE VETERAN VINTAGE FARMER

History has been made with this edition of our newsletter. We have produced 26 newsletters on a quarterly basis from September 1988 when we had 25 members to the present day where we now have nearly 350. The old format was limited particularly by the photographs being in black and white. Our hobby demands colour photos to portray the wonderful variety of colours of our old machines and to provide the necessary detail that we need.

A leading cellular phone supplier, Nokia, has very kindly offered to make facilities available to publish this newsletter in its present form. The printing is done by Camera press in Johannesburg.

This special publication will be mailed four times a year in January, April, July and October. It will be available to non-members as well as members. It will also be mailed to many other interested interested parties in Southern Africa and overseas.

All of this will cost a considerable sum of money, but with the large increase in the mailing list, advertising will become much more attractive commercially. A number of our members, namely Roelf van Vuuren amongst others, are busy discussing sponsorship and advertising with suppliers in the agriculture sector. These include oil companies and farm implement manufacturers.

The new format will mean more articles of local interest such as show reports, articles on recent restorations and discoveries, historical interest and overseas items of particular significance to the local scene. The smallest advertisements will be expanded and there will be no charge for the time being. If the demand for this service builds up, then we will be charging a nominal amount to include items whereby readers are encouraged to advertise things which they wish to buy or sell, both ancient and modern. These do not need to be connected to a hobby. This type of magazine will only prosper if it receives articles of relevant interest.

South Africa is now on a similar footing to many countries in the world, where high quality professional publications are produced regularly to serve the interests of a growing number of people who are interested in preserving our heritage and have a particular interest in farming life and farming equipment of yesteryear.

Nick March
Chairman

SOUTH AFRICAN NATIONAL CHAMPIONSHIPS

VINTAGE TRACTOR AND ENGINE CLUB OF SOUTH AFRICA

Clocolan in the Eastern Orange Free State was once again the venue for this year's annual get together of the vintage tractor and engine enthusiasts from all over South Africa. 130 tractors ranging in age from the early 20s to the late 50s were displayed and judged for quality of restoration, mechanical integrity and physical appearance.

This year's winner of Best Tractor on Show was Mr Daan Pienaar of Ottosdal, Western Transvaal.

A special feature of the annual get together in Clocolan is the Annual Interprovincial Vintage Tractor Ploughing Championships. Teams compete from the regional clubs, namely,. Highveld, Eastern Cape, Eastern Free State, Central Free State and Western Transvaal. This year's Vintage Ploughman of the Year was Mr Daan Pienaar driving a John Deere A.R.

A full pictorial review of this year's national championship show at Clocolan will follow in the next edition.

GIVING THE OLD GIRL A HELPING HAND



South Africa's only fully maintained and operating Road Roller is Judy a 10 ton 1923 Fowler Road Roller which has been restored and is beautifully maintained by Resteamers, a group of steam traction engine enthusiasts who operate in conjunction with the James Hall Transport Museum in Johannesburg. At the Museum there is a comprehensive feature on Judy and her restoration and the work that she is doing for Charity. Moving Judy around is always a problem, and, being a road roller, she is not necessarily designed for driving on and off big trucks. To the rescue comes a solid, reliable 1947 Series II Field Marshall single cylinder British tractor fitted with a winch.

HOËVELD TAK VETERAAN TREKKER EN ENJIN KLUB VAN SUID AFRIKA



NUUS UIT DIE HOËVELD:

Dit gaan goed met ons tak en ons is dankbaar vir die groei die afgelope tyd. Gedurende Desember het 'n paar van ons by Dick Kerlake bymekaargekom om na 'n McCormick selfbinder in 'n koringland te kyk. Na die demonstrasie het ons met trekkers van Dick, Gert Bierman en Breyten Cloete geploeg. Die grond was redelik droog maar ons het dit baie geniet.

Op oujaarsdag was daar weer boeresport en 'n ploegkompetisie op Val. Die byeenkoms wat jaarliks plaasvind was weereens 'n groot sukses. Moeilik om te glo maar Dick Kerslake het met 'n John Deere D geploeg en toe wen hy ook nog. Tinus Smit was tweede.

Ons het 'n ploegkompetisie gereel vir Saterdag 14 Januarie by Hannes Weilbach. Ongelukkig moes ons dit op kort kennisgewing die aand van die 13e kanseleer omdat dit so gereen het dat die lande te nat was. Dick Kerlake het ons toe genooi om na hom toe te kom sodat ons die ploegreels kon bespreek en prakties toepas. Terwyl ons toe besig was het dit gelukkig daar by hom ook begin reen. Die dag is toe afgesluit met 'n braai op Dick se stoep. Ons sê net baie dankie vir Sakkie Schutte van Clocolan dat hy die dag bygewoon het en aan ons bespreking oor die reels deelgeneem het en die Oos Vrystaters se standpunt gestel het. Ons sal ons standpunt oor die reels op Clocolan met die ander takke bespreek.

Ons vestig asb. almal se aandag daarop dat ons jaarlikse byeenkoms by die Willem Prinsloo Museum vanjaar op 22 Julie sal plaasvind. Die gedagte is dat ons dit veel groter wil aanbied as verlede jaar en het dus almal se samewerking nodig.

Groete
Hannes Weilbach



RARE JOHN DEERE TRACTOR SURFACES IN ZIMBABWE

One of the last of the all fuel (petrol/paraffin) standard two cylinder John Deere tractors was located recently in Zimbabwe. Only 16 of this John Deere 630 type tractor were made. According to informed sources in the United States, seven were exported and the rest remained in the USA. Due to the diversity of makes and models that many manufacturers produced, what might appear at a glance to be a fairly straightforward tractor could in fact be a very rare example from a very limited production run. This John Deere 630 which is in good running order is a good example.

STARTING PROCEDURE FIELD MARSHALL TRACTORS

There are two ways of starting a Field Marshall tractor. The first is a conventional method where the tractor is cranked. In this instance the diesel tractor has to be assisted by the use of some type of igniter. Normally blotting paper in saltpetre is used, a cigarette will suffice or an old piece of canvas belting. This is lit and is fitted to a special tubular insert which goes into the front of the cylinder head. Once all the fittings on the tractor are ready i.e. the tractor is in the decompressed mode, the crank handle is turned, an ingenious decompressor device is activated off a spiral on the fly wheel and the tractor will burst into life.

The second method, which replaces cranking, is the use of a special cartridge. This cartridge is fitted to an external cartridge holder complete with firing pin and is identical in size to a 12 bore, but of course, contains no shot. When struck, the firing pin ignites the cartridge, which discharges a powerful charge into the cylinder and thereby activating the rotation of fly wheel. Then the same procedure kicks into gear and the tractor starts.



Who is pulling or pushing what? Should the man in the middle feel nervous? *Johan Bouwer, Johan van der Hoven and Wilby Murray pushing (or pulling) old machinery somewhere in the Eastern Province.*



1920s Austin Tractor in the orchards of England.

WHO SAYS SENIOR (TRACTOR) CITIZENS DO NOT EARN THEIR KEEP?

When one happens to glance across the lands and see tractors working as one travels the busy highways of South Africa, it is not always the big new shiny tractors that one sees ploughing, cultivating or harvesting South Africa's crops. In many instances the machine creating a cloud of dust and working from sun up to sunset is a tractor that could be 50 years old. Many farmers have looked after their equipment, some of which were purchased by parents or even grandparents. Delivering solid horse power at the draw bar or on the belt pulley these machines remain economical to operate today and for many farm applications represent a sensible way to get the job done. There are no crippling monthly payments, huge amortisation or expensive spare parts to buy. These are simple rugged well designed machines for which spares in many cases are still readily available. Due to their mechanical simplicity tractors can be repaired on the farm by people who have had years of experience in looking after these machines.

One such example is Mr Gerhard Willie of Ficksburg. Gerhard and his family have more than 50 tractors which are in the vintage category i.e. up to 1955. Virtually all of the work done on this farm is carried out by John Deere 720s, John Deere Model Bs, Lanz Bulldog, John Deere Lanz or Case DEX and DC3 tractors to name but a few.





MANY HANDS MAKE COMPLICATED WORK

At the farm of Mr Frans Vermaak of Steynsburg in the Karoo. The Field Marshall Series III tractor has been in the family for many years and has made the transition from farm working life to a slightly quieter and more pampered life. There were however many different views on how to start the tractor and plenty of volunteers to man the crank. In fact, Field Marshall tractors are easy to start.



IS JUNK REALLY JUNK OR IS IT JUST A VINTAGE ENGINE OR TRACTOR IN DISGUISE? A FORMIDABLE PAIR? Fergus Miles of Cathcart recently acquired two solid Fowler VF Crawlers (late 1940s) from Mr Lawrence Moorcroft in Queenstown. Although not having worked for many years these machines were in good order and Fergus should have them both running shortly.

MEN OF TRACTORS by N.H.March – PART 7

Mr MASSEY & Mr HARRIS

Daniel Massey 1798–1856 and Alanson Harris 1816–1894 were both Canadians, both grew up on farms and both were committed to the development of machines to reduce the interminable and monotonous drudgery of' arable farms in the wheat belt of the North American Continent.

Massey imported the first threshing machine into Canada – a Bull, in 1830 and began contract threshing which dovetailed well with his contract ploughing business. In 1840 he opened a smithy, which was no different to thousands of others where the local blacksmith was expected to make or repair any item in daily use both in the home and in the farm. But Massey took it further than his contemporaries and seven years later he expanded into a factory making tools, harrows, cultivators and farm utensils.

The business was soon large enough to accommodate Daniel's son Hart, who became works manager and then in 1855 succeeded his father as Head of the firm, a position he held until 1896. By that time the firm was importing various machines from the U.S.A. notably the Woods Self Rake Reaper and was building the Ketchum mower under license.

Canada was very much the poor relation of the U.S.A. at that time, a colony of the United Kingdom with vast areas unexplored and devoid of population, but in the 1860s all this was changed by the opening of the, St Lawrence Seaway which linked the Great Lakes to the Atlantic Ocean and was large enough to take ocean going ships. These vessels carried out wheat and timber eastwards and returned with settlers for Canada's prairies. The demand for H.A. Massey and Co's products grew apace as gradually the vast open lands were opened up to arable farming.

There is a strong theme running through all the 'Men of Tractors' series – all were men who hated the drudgery of manual farm work and all, whether on the North American Continent, in Ireland or England, were prepared to do something about it. Most of these men grew up in the 1830s to 1890s period which coincided with accelerated emigrations from the Old World to the New where vast areas of land were opened up, labour, was scarce and very often non-available. In the latter part of the period steam power was making its entry, revolutionising agriculture and industry after centuries of horse or water power which limited operations both in speed and capacity.

The Harris company developed in much the same way as the H.A. Massey Company. Alanson Harris was a first generation Canadian whose American father gave up preaching to go farming in Ontario. Farming was not for Harris, but his occupation as a miller enabled him to keep in touch with agriculture and to indulge in the manufacture of his various inventions. In 1857 he decided to put up a small factory which secured the rights to make the Kirby Hand Rake Reaper and Mower, plus other farm tool.

Meanwhile Hart Massey had decided to specialise almost exclusively on harvesting machinery helped by the fact that a 20% tariff was imposed on all American machinery imported into Canada. This did not, however, apply to American firms manufacturing in Canada: one such was the aptly named Toronto Reaper and Mower Company which got into financial trouble in 1881 and was bought up by H.A. Massey.

This astute move virtually doubled the Company's output at one fell swoop and led to worldwide exports including to every Province in South Africa. It was also the first of a long line of Company acquisitions culminating in the takeover of Harry Ferguson Ltd and Perkins Diesels in the 1950s. In particular, the Toronto reaper and binder took the world by storm winning medals for its light draft and ease of handling.

In the same year of the Toronto takeover by Massey, John Harris designed his own binder and after an initial batch of 25 in 1882, his Company sold 1000 in 1883, becoming a serious rival to the Toronto. The two companies were producing virtually identical machines, their servicing facilities and dealerships were duplicated across Canada, and their rivalry extended to many countries abroad as well. The H.A. Massey Company initiated talks on a merger which were successfully concluded in May 1891 by the formation of the Massey Harris Company with a capital of five million dollars. Hart Massey became President followed by his son Chester, and the Harris family appears to have laded from the scene.

The merger was such a success that very quickly the Company swallowed up other rivals, not only in Canada, but in Australia as well. Indeed it would appear that the Company preferred to buy up any Company, rival or not, if it had a good product rather than develop its own lines. The Wallis tractor is one product that bears this out, another in modern times, Ferguson.

Finally in 1958 the Harris name was dropped, as the Company became the one we know today – Massey Ferguson.

MEMBERS NEWS

SPARKY PLUGS

CONGRATULATIONS to Barbara Campbell, Secretary of the Natal Branch, and Craig on the birth of their daughter Camilla. No, not Alice, as most friends thought!

CONGRATULATIONS to John Deere on the 100th anniversary of 'The Furrow" their international magazine. Always of interest, this little publication is free to all John Deere users throughout the world.



WHAT DO OLD TRACTORS DO WITH THEIR TIME? It is simple, they just arrange a show, speak to the traffic department and take over a country town for a day.

MEMBERS NEWS

Nic Vallentgoed has bought a Case DC unseen. Johan Pietersen from Swellendam has heard of an early Stock Caterpillar type tractor and is investigating. He has recently restored a French Model Massey Harris Pony. This has a Simca built OHV engine whereas the Canadian version had a side valve Continental engine. Wilf Mole wrote to the Gas Engine magazine in U.S.A. requesting information on a MIETZ & WEISS hot bulb two stroke stationary engine discovered here. It runs on kerosene and has a steam injection system into the combustion chamber. The reply was not too comprehensive, obviously a rare engine, but they were made around 1893 in New York, the steam had the effect of washing the cylinder walls thereby increasing wear. The idea of steam injection was to reduce pre-ignition and was used by many oil engine builders including Fairbanks Morse until around 1915.

We welcome Jannie Maree of Bethlehem. Jannie has been responsible for the saving and restoration of many engines tractors and implements at the Bethlehem Co-op. He has agreed that Joe Schimper take over the most interesting – a 1919 Rumeley Oil Pull Model 18.30 which is a runner. We all know that Joe will do a fantastic job.

BRANCH NEWS

NATAL – The Branch has obtained permanent headquarters at the Royal Showground Pietermaritzburg. This consists of a single story building in reasonable repair, about 12m x 4m and a lawn for exhibiting.

All Club members are invited to the Pietermaritzburg section of the Vintage Car Club for their regular 'Bonnets Up' days held on the third Sunday of every month. A very pleasant social event with the added bonus for securing the odd tractor spare such as gaskets etc.

LETTERS TO THE EDITOR

Dear Editor,

Regarding Brian Lloyd's request about starting another tractor inventory, I am quite willing to have another go provided I get a decent response of at least 50% returned questionnaires. It is not worth setting up a database with any meaning unless we get over 50% and I abandoned the other one as there was less than 40%. What are members' feelings?

Royden King Tel: 031 705 1098

Ed Note: *I think the last one asked for too much detail such as engine numbers etc. If members wish we can set up a much simpler questionnaire.*

TRACTORS OF SOUTHERN AFRICA

This series will be produced over approximately 20 issues and hopes to tabulate the tractors that revolutionised farming all over the world, but with emphasis on those models imported into Southern Africa. The list will definitely be incomplete and it is earnestly hoped that readers will send in additions and comments etc. Owing to insufficient records dates reflect when a tractor was produced rather than date of importation.

PART ONE 1903–1930

AUSTIN – GREAT BRITAIN. Only one model was produced, in England from 1919 to 1927, and then in France until 1932. 20 hp side valve engine based on Austin's car engine; j2 speed gearbox Unitary construction. Three are known to have survived in R.S.A.

AVANCE – SWEDEN. After an unsuccessful attempt at a single cylinder vertical hot bulb semi diesel the Company switched to a twin cylinder vertical two stroke semi diesel in 1926. This had its own built-in gas heating for each cylinder, an inertia type starting device and external pressure oiling system. One complete twin cylinder tractor exists in Natal.

CASE – U.S.A. Although the Company was known for its steamers as far as can be ascertained none were imported to Southern Africa, nor any of the enormous prairie buster I.C. engined giants. However the very successful Case cross-mount series, so called because of the 4 cylinder OHV engines were mounted across the chassis just ahead of the driver, was imported. At least three 12.20 models are known to survive in R.S.A. In 1929 the Company modernised the range with the L – a conventional tractor placing the engine longitudinally and rated at 26/40 hp, plus its smaller brother, the C, at 29 hp. Both had three speed gearboxes and final drive by chain and hand clutch.

CATERPILLAR – U.S.A. The Caterpillar 10 and 15 were produced from 1929 onwards. It is not known if any were sold in R.S.A. before 1930.

FAIRBANKS MORSE – U.S.A. Two 15.30 tractors were imported into Port Elizabeth in 1912 or 1913 in a semi knocked down state and railed from there to Somerset East. They were assembled by a works mechanic and one was then driven about 70 km to a Mr Scheepers farm in the Swaarhoek Mountains. This one survives at Cradock. Weight 8 tons. Single cylinder engine 12.2 litres revving to 250 rpm. External screen type cooling.

FARMALL – see McCormick later.

FIAT – ITALY. This old established Company entered volume tractor production in 1919 with its 702. 30 hp at 900 rpm from a 4 cylinder side valve engine. 3 forward speeds and one reverse. The 703 was to the same mechanical specification with only detail changes. A 1921 is known to be in Mozambique.

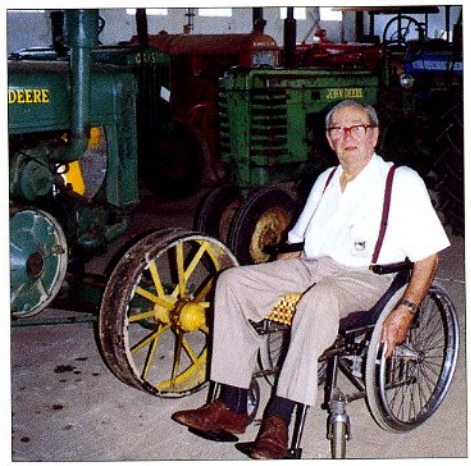
FORDSON – U.S.A. Henry Ford produced the world's first mass-produced tractor in 1917 at Dearborn but moved to Cork in S. Ireland in 1922. This was the Model F, light unitary construction with a Model T based 4 cylinder side valve engine fired by trembler coils. 18 hp at 1000 rpm. 3 speed gearbox and worm drive. Several F types have survived into preservation. In 1929 production changed to the model N. Basic mechanical layout. An increase in bore size increased power to 25 hp and trembler coils were discarded in favour of magneto ignition.

HART PARR – U.S.A. Like many other American manufacturers Hart Parr realised the days of the enormous Prailie Buster were numbered and in 1926 produced their successful 18.36 model. Horizontal 2 cylinder set in line with the chassis and set well back to aid traction. Two forward speeds. The line survived to 1930 until the amalgamation with Oliver. One example exists in Eastern Free State, plus another ex-Canadian example has been imported in recent times.

IVEL – GREAT BRITAIN. Britain's first usable tractor, produced from 1902 to 1916 by Dan Albone and his successors. 22 hp twin horizontally opposed engine. Separate chain drive for forward and reverse controlled by cone clutches. No. 140 was imported into Rhodesia in 1904 by Mr A South and is now believed to be in a Harare museum. Date of manufacture is likely to be early 1903.

Next issue *– John Deere, Lanz, McCormick, Rumeley, Sanderson, Twin City, Wallis, Stock.*

N H March



PEOPLE

GEOFF PALMER DOYEN OF THE SOUTH AFRICAN TRACTOR INDUSTRY

Eighty year old Geoff Palmer is a driving force behind the unique and very special Bathurst Museum in the Eastern Cape. For many years Geoff and his committee and helpers have built up a collection of vintage tractors, engines and agricultural memorabilia that are both unique and beautifully housed and kept. We commend anyone visiting the area to stop at the Museum in the little town of Bathurst and take time to look at what is in effect a complete historical summary of the development of agricultural machinery in Africa.

In the Vintage Farmer we will be featuring each of the major Museums in the country that specialises in vintage agricultural machinery.

NOORDWES VETERAAN TREKKER EN ENJIN KLUB

NOORDWES VETERAAN TREKKER
EN ENJIN KLUB
Posbus 173
WOLMARANSSTAD
2639

28 Januarie 1995

Waarde Heer,

Ons Noordwesters het weereens op 21 Januarie 1995 'n uiters geslaagde byeenkoms gehad. Die opkoms was uitstekend met 'n bywoning van 24 lede en 17 nie-lede. Van ons lede moet lang afstande aflê na ons byeenkomste maar hulle ontsien nie die moeite en kostes nie. Dit spreek van die entoesiasme wat daar in ons ongewing heers in die restourasie van die ou masjiene.

Vier nuwe lede het hulle aangesluit by sowel die Nasionale Klub en die Noordwes Tak en een bestaande Nasionale lid het by ons tak aangesluit. Ons verwelkom graag vir Oubaas Badenhorst, Willem Swanepoel, Louis Botha en Poon en Douglas Wessels in ons geledere. Ons vertrou dat u deurgaans genot sal put uit u lidmaatskap en sien uit daarna om u gereeld by ons tak en nasionale byeenkomste te sien.

Die byeenkoms was ook bygewoon deur Menere Hans Hahn en Martin du Plessis uit Duitsland. Beide hierdie Menere was vir 40 jaar ofgesonder as inwoners van die ou Oosblok. Hans is 'n Lanz entoesias waarvan hy agt besit. Hy boer met suikerbeet en aartappels. Manfred is 'n byeboer. Dankie Martin dat jy hierdie gaste saamgebring het. Hierby moet gevoeg word Voorsitter Daan Pienaar se welsprekendheid want hy het losgetrek en die twee Menere in Duits verwelkom.

Dit is altyd 'n plesier om die gasvryheid van Andries en Isabel Roux te geniet wat die byeenkoms by hulle aangebied het. Baie dankie Andries en Isabel vir julle harde werk en wat julle aan ons voorgesit het. Dit was uit die boonste rakke en almal het dit uiters genotvol gevind.

Andries is natuurlik wyd bekend vir die uitstaande standaard van sy restourasie. Dit is 'n belewenis om sy versameling John Deere's te sien wat bestaan uit 'n 1954 model 50, 'n 1955 model 60, 'n 1955 model 70 'n 1948 model D en 'n 1947 model B. Andries is tans besig met restourasie van 'n 1942 model A.

Nog 'n uitstaande item by ons byeenkoms was 'n skaalmodel wat Chris Smit van sy Field Marshall gemaak het. Die model is tot in die fynste besonderhede 'n presiese weergawe van die oorspronklike. 'n Uitstekende stuk handewerk Chris en baie dankie dat jy dit vir ons gewys het. Daar is baie van ons wat soortgelyke modelle van ons geliefde masjiene sou wou gehad het.

Tydens ons byeenkoms het verkiesing van ons takbestuur ook plaasgevind maar die huidige ampsdraers is eenpaarig herkies vir die volgende jaar. Dawid Roux en Martin du Plessis is verkies as addisionele lede.

Ons volgende byeenkoms is by Dawid en Betty Roux maar die presiese datum sal later gefinaliseer word. Ons rig hiermee 'n ope uitnodiging aan alle lede van ander takke wat graag ons byeenkomste wil bywoon. U is baie welkom en ons sal graag voor die tyd van u wil verneem sodat ons u van die plekke en datums kan voorsien. Terselfdertyd sal ons graag van ander takke se byeenkomste wil verneem sodat die van ons wat belangstel ook u byeenkomste kan bywoon.

Vriendelike groete
Nic Vallentgoed



The late Highveld rains have provided excellent opportunities to plant oats for winter. Nick Smallwood prepares the land with his 1937 John Deere A.

FOR SALE AND WANTED

GESOEK: a) Stel staalwiele vir Model C Case trekker. (Ek kan my stel rubber wiele ook verruil vir staalwiele). b) Starter en ligte vir Farmall Club. c) Enjine kap en ligte vir Porche Diesel ongeveer 1959. d) Vergasser en Lug suiweraar vir Farmall Regular. e) Magneet vir 1927 Wallis. Kontak Stan Jerling by Tel: 05776 33403

LANZ Bulldog spares for sale: M A du Plessis on Tel: 0148 91635

McCormick and International brand new and second hand spares for sale. Stewart Campbell on Tel: 0325 81672 (h) 81831 (w)

McCormick Decals: I have a large selection for U.S. and British models always available. J. du Toit on Tel: 024 561932

USED Spares for Vintage Cars: Large amount of instruments, bonnet catches, steering boxes, magnetos, etc. etc. for British Vintage cars and lorries such as Daimler, Singer, Armstrong, Siddeley, even Rolls Royce. Contact: Jim Fraser on Tel: 0944 592 773010 or 4 Duncan Street, Kirkaldy, Fife, Scotland, KY2 5QH

FOR SALE: Early Case D on steels, suitable for spares only. Also later Case D engine, stuck but looks O.K. 1953 LANZ BULLDOG many engine parts missing including radiator, tank etc. otherwise complete. VILLIERS spares, various FORDSON and JOHN DEERE A spares. N H March on Tel: 0334 71405

FOR SALE: Large selection of brand new spares for vintage tractors including oil filters, starter solenoids, magneto points, gaskets, spark plugs. Just received – Lucas voltage regulators as fitted to Fordson, Allis Chalmers, Land Rover etc. Henry's Electrical on Tel: 0331 943884 (o) or 443989 (h)

FOR SALE OR SWAP: Numerous John Deere parts books and manuals. Also used parts for John Deere 40 wheeled and crawler. Royden King on Tel: 031 705 1098

WANTED: Set of 24" rims to fit John Deere 40 Standard of M. Royden King. Tel: 031 705 1098

TE KOOP: FERGUSON Vaaljapie petrol paraffin met 'n eenskaar ploeg. Die trekker se masjien is onlangs volledig opgedoen. Prys R6000 of naaste aanbod. Mnr Deon Kruger, skakel: 0562 26011 alle ure. Nie lid.

TE KOOP: JOHN DEERE D karkasse en 'n hele reeks parte. David Roux – Skakel: 01813 749 verkieslik saans vir meer besonderhede.

WANTED: For JOHN DEERE 70 – complete fan shaft. Chris Foster, Box 94 IXOPO Tel: 0336 341822.

DATES

ROYAL SHOW Pietermaritzburg: May 19th–28th 1995

TIMBER MECH Pietermaritzburg: June 14th–16th 1995

CRADOCK SHOW Cradock: September 28th–30th 1995

UMLAAS ROAD SHOW: September 29th & 30th 1995

WORLD PLOUGHING MATCH: Nakuru, Kenya – November 1995. We hope to organise a tour to this event, the first ever to be held outside Europe. Details later.