THE VETERAN FARMER
DIE VETERAAN BOER

DEDICATED TO KEEPING ALIVE MEMORIES OF BYGONE FARMING DAYS ÷ SUMMER EDITION 1997 ÷ ISSUE No. 7



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OLDEST TRACTOR IN AFRICA DEBATE

Plus Letters to the Editor, Machinery Mart
and much, much more!

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Front Cover: Christo Lotte taking advantage of recent rains is ploughing deep using a County Full Track conversion of a Fordson Major. Once quite common, particularly on the North Coast, few County crawlers seem to have survived in relation to, say, IH BTD6s or Cat D4s.

From the Editor's desk

Firstly, may I take this opportunity to wish all our readers a very Happy New Year.

1996 was an interesting year in the agricultural sector – on the whole I think a good one. May 1997 be good to all of us.

It is becoming evident that judging of exhibits is now a very controversial issue.

In the early days of shows and restoration (only 10 years ago) the general standards were quite low. Thus a tractor with a good gloss paint job with no runs, less than half turn play in the steering, no oil leaks etc stood out above the rest and picking a winner was quite easy. Now standards are so high that judges are forced to "nit pick" to obtain a result often on points of originality.

This places a horrendous burden on them – to know every last detail of every model tractor ever sold in this country! At a recent show there was some discussion whether a John Deere 50/60/70's chrome front name plate should have green in the underlining stripe. The consensus seemed to be it shouldn't.

Imagine my surprise when a few weeks later I received some new emblems from the USA and they had a green stripe! A quick phone call to my John Deere guru at Marquard – yes correct – they always had the stripe!

Now don't get me wrong – the example I quote here is in itself not important but if my tractor was pushed our of first place because of some similar defect and I later found out I was correct, I might be a little annoyed.

Thus judges need to employ a little humility and tact when approaching an exhibit – which is in all probability somebody's masterpiece involving much love, labour, pride and money.

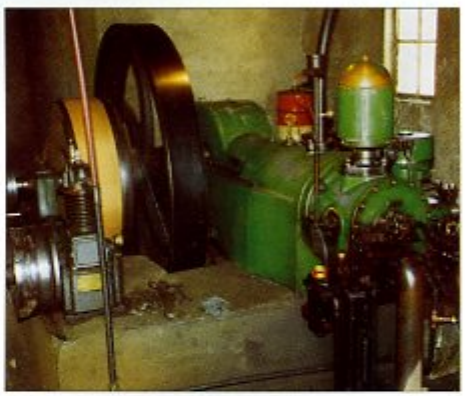
Does "Concourse de elegance" style judging still have a role to play?

Undoubtedly it was instrumental in forcing restoration standards up, which is good. Maybe we should think along the lines of selecting the top few and giving recognition equally.

I recall in the early Clocolan shows preliminary judging selected the better tractors which were then placed in the arena for further judging. Just to have your tractor pulled out was an achievement.

Undoubtedly recognition should be given for outstanding restoration but the present way of going about it seems to have serious limitations.

Chris Wilson EDITOR



NATIONAL STATIONARY ENGINE DISPLAY

A type RB National Engine Serial Number 61675 was operating at the Anderson Museum Open Day at Felix near Dordrecht on the 7th December. This powerful engine which is used for pumping water for an irrigation project is majestic to see in operation. There are many still installed throughout the country, but most of them are now redundant.

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Q: HOW MANY TRACTOR COLLECTORS DOES IT TAKE TO CHANGE A LIGHT BULB (OR, IN THIS CASE, DEFLATE A TYRE)? A: 21!

One to supervise (Rob North on top).

Four to give conflicting advice (Left to right: Les Maker, Trevor Lewis, Colin & Gerry Allborough — note Les advising from a safe distance in case it goes bang!).

One to open the valve (Dave Lucas crouching by tyre).

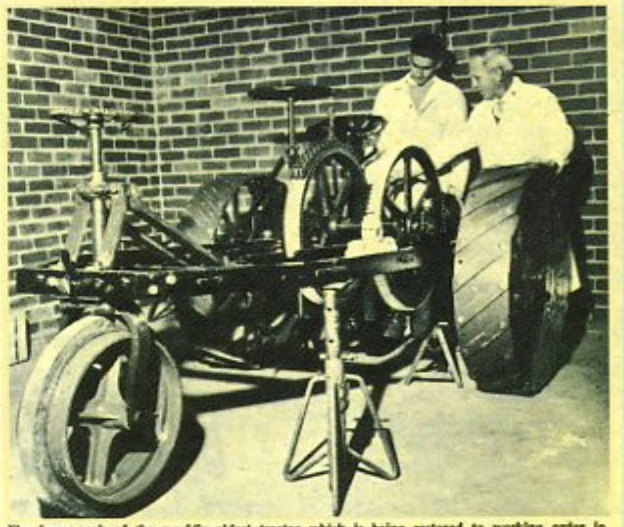
Fifteen to explain how it should have been done in the pub after the event (not shown in photo).



Rob North's newly restored Massey 744 during it's first outing at September's Midmar get-together.

FARMER'S WEEKLY

Further to the Autumn 1996 edition article on Rhodesia's 1904 Ivel, comes this snippet published in the Farmer's Weekly on June 30, 1965.

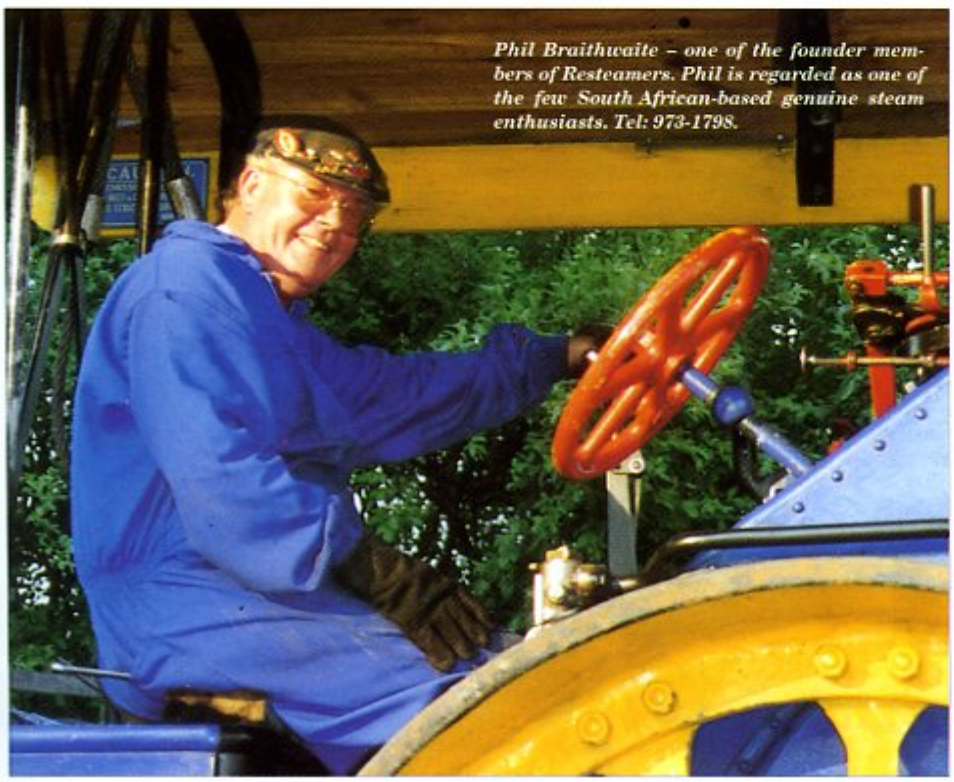


The framework of the world's oldest tractor which is being restored to working order in Salisbury. The engine, which has been removed for repair, has a rating of 18 to 22 horse-power. One of the world's first petrol-driven farm tractors, it was imported by a Rhodesian farmer in 1903 and was used until late in the 1920s before it fell into disrepair. It was imported by the pioneer of farm mechanisation in Southern Africa, Mr E. H. South, who died on his farm at Lake McIlwaine in June at the age of 92. The tractor, which antedates the first successful American farm tractor by two years, is an Ivel 140, made in Biggleswade, England. Mr South first used it for his 1903-04 agricultural season, when the landed cost of petrol (then called explosive liquid) in Rhodesia was about 3s. a gallon. The landed cost of the tractor, including spares, was £343. The tractor was "retired" only when its oil consumption caught up with its petrol consumption. It is now being restored to working order by Mr R. H. H. Orchard, lecturer in mechanical engineering at the Salisbury Polytech, who hopes to have the machine fully assembled in time for the Salisbury show in August at which it will be on exhibition. Shortly after that he hopes to have the tractor in running order. An interesting technical point about the tractor is that it was fitted with a power take-off pulley by its designer, Dan Albon. The tractor was donated to the National Museum by Mr South three months before his death.

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STATIONARY ENGINE NEWS

"AN EXPERIENCE I WOULD PREFER TO FORGET"





Having Danie Gerber's National OB back in the workshop for a check-up some 18 months after restoration has prompted me to put pen to paper.

Danie arrived with the National on a truck one morning and asked me to assist with its restoration. Being BIG and a diesel, I was very enthusiastic. My first concern was what to mount it on for a showing. Danie's reaction was, and I quote "I have the Morris".

Over the next weeks a frame was made on the little Morris and the National block bolted down. The cracked cylinder head was welded and machined and a new exhaust valve made. After much heavy lifting and sweat the big day arrived and we were ready to fire up the National.

Danie and Piet Cilliers came up from Cradock that afternoon and with trepidation and I must admit a fair amount of fear on my part, we cranked the National with Danie and Piet doing the cranking and me at the controls. On releasing the decompressor, the old girl fired first time and ran like a dream. With much relief I stepped back and lit a cigarette.

Suddenly the National started picking up speed, when shutting the governer made no difference Piet unscrewed the injector pipe. At this point I was starting to panic. With the injector pipe disconnected the engine really got going. The poor little Morris was taking a beating with the front wheels lifting off the ground like the best of rodeo horses. There was total panic – we had a runaway National on our hands!

I pulled the inlet valve push rod out in an attempt to kill it, but the valve promptly took on the roll of an atmospheric valve and the engine just kept on going faster and faster.

In desperation I got my shoulder under the inlet valve rocker and heaved with all I had. Danie joined me and we managed to keep the inlet valve open. After what seemed a life time the old girl finally came to rest. I stepped back and collapsed on the floor, my legs unable to carry me.

After a few minutes of total silence Danie came up with one of his excellent suggestions, a couple of rums at our local pub so that we could repair our shredded nervous system.

As many will realise the National was running on the lubricating oil in the cylinder. We had parked the Morris in such a way that the cylinder head was the lowest point of the engine and all the oil was draining towards the combustion chamber.

On reflection of the whole episode I can kick myself for being so stupid, I could have saved all the panic by simply lifting the decompressor level – You are never too old to learn they say.

Well, after 18 months and a number of shows the National has come back to Hofmeyr for a check-up before it returns to Cradock and its proud owner Danie Gerber.

I would like to take this opportunity to thank Danie for allowing me to be part of a interesting and very rewarding project.

Patrick Downey
PO Box 132, Hofmeyr 5930
Tel: (04852) 132



BASKET CASE

A serious "Basket Case" J.D. 60 "Hicrop" (Serial No. 6047278) discovered on the lowveld. This is an extremely rare tractor in South Africa (indeed anywhere in the world) and is currently undergoing full restoration by the Editor.

NIGHTWORK

Annie Lubbe of Boksburg sent this poem, culled from the Internet, written by Clayton Ray, Hanlontown, I.A.

NIGHTWORK

In the fall of the year when we run out of light farmers add to their day by working into the night.

Reaching across the cab I now turn up the heat to watch this day end from my tractor seat.

There is little left of the setting sun as daywork has ended and nightwork begun.

From the cab all I see is the sun's dull glow. To my back the moon's rising and hanging low.

It's been another day under a sky of blue and for all's that's done, there is still much to do.

I'm crossing this field like farmers before accompanied now by the diesel's roar.

Gone are the days of the horsedrawn plow. It's a cab and lights and heater now.

Stopping on the end to write these few lines then I hit the throttle and bury the tines.

I remember the farmers who now rest in the ground who would like to join me "for just one round".

Farmers who were named Stanley, Curtis and Ray. I saw them at coffee. They were part of my day.

Minutes have gone by and I look completely around to see no division between sky and ground.

The horizon has disappeared with the setting sun and in front of me sky and earth are now one.

The ground is rising and falling under me. I've become a ship that sails night's blackened sea

And for miles around I see dots of white as yard lights come on to poke holes in the night.

While above me those are not stars I see, but yardlights turned on by farmers long gone to keep me company.

Clayton Ray
Hanlontown, IA, USA.

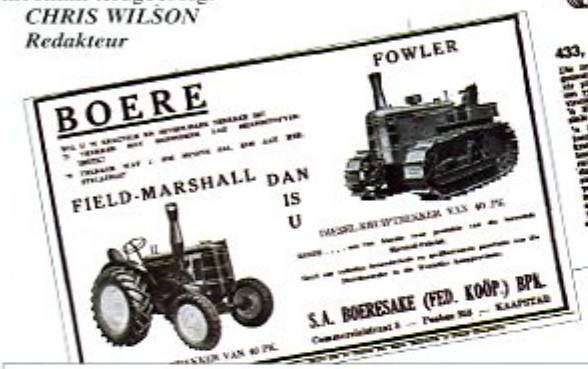
WAT NOU ANTIEK IS WAS TOE MODERN

Mnr Herman Nel, een van ons lesers, het aan ons baie interessante argiefmateriaal verskaf. Dit is ou, goedbewaarde Landbouweekblad tydskrifte. Advertensies en artikels is ryklik interessant, wat ons baie van die lewe van daardie tyd leer. Dit is ook nie net informasie oor enjins en trekkers nie, daar is ook waardevolle informasie vir die dames.

Ons sal in die toekoms uittreksels uit hierdie wonderlike publikasies in ons Veteraan Boer publiseer. Mag ons ons verstout om huidige lesers van ons tydskrif aan te moedig om enige interessante leesstof wat dalk in hulle argiewe lê aan ons beskikbaar te maak en aan te stuur. Afdrukke sal met die grootste sorg gedoen word van u ou publikasies en foto's, en sal dan ongeskonde teruggestuur word. Ek sal persoonlik ontvangs erken en dit so spoedig moontlik terugbesorg.

CHRIS WILSON
Redakteur







DIE LANDBOUWEEKBLAD

'n Nuweling Onder Die Trekkers

Van Ons Transvaalse Redakteur



'N NUWELING op die gebied van trekkers in Suid-Afrika is die Hongaarse H.S.C.S. ru-olietrekker. Op die nywerheidskou wat onlangs in Pretoria gehou is, is hierdie trekker vertoon en het dit groot belangstelling van die kant van boere uitgelok.

Hoewel die trekker as 'n nuweling beskryf word, is dit inderdaad reeds 'n ou bekende in Suid-Afrika, want streng gesproke verskil dit baie min van die beroemde Duitse Lanz-trekker. Daar word vertel dat dit as 't ware die ou Lanz is wat nou in Hongarye vervaardig word, omdat die grondstof-posisie in Duitsland op die oomblik nie die vervaardiging van die Lanz op groot skaal toelaat nie.

Die masjien kan aangedryf word deur ruolie, ou motor-olie, pakura en feitlik enige soort olie. Dit ontwikkel 35 perdekragte op die katrol en 20 op die trekstang. Die masjien bestaan uit slegs een suier wat op die horisontale tweeslag-prinsiep werk. Daar is geen kleppe, vergasser of ontsteker nie. Die krukas loop op koeëllaers.

Die masjien loop teen 'n besonder lae omwenteling per minuut. Op 760 omwentelinge per minuut is die snelheid in laagste versnelling 2.3 myl per uur; in tweede rat is dit 2.3 myl per uur; op derde rat 4 myl en op vyfde rat 5.5 myl per uur. Die snelheid van die katrol is 3740 per minuut.

Die trekker weeg ongeveer 5500 pond, het 'n asafstand van 75 dm. terwyl dit op die laagste plek 9½ duim van die grond af is. Dit het 'n totale lengte van 120 duim en kan binne 'n radius van 138 duim draai. Die prys is £1075.

A RIGHT ROYAL OCCASION

Natal has often been referred to as "The last outpost of the British Empire" and at the hub of this outpost is Pietermaritzburg. Two institutions in Maritzburg typify this attitude – one being the Victoria Club which when South Africa left the Commonwealth in 1961 was ordered to haul down the Union Jack, simply adopted the flag as it's Club logo and continued to fly it through the era of Nationalist rule.

The other is the annual Royal Show which defied considerable pressure to change it's name to something more sympathetic to the newly formed Republic.

While economics have led to a lessening of the importance of Agriculture to the Show, with more consumer products having wider public appeal on display, the Royal Agricultural Society is keen to maintain a strong farming flavour at the Show and has for some years made a stand available to the Natal Branch of the Vintage Tractor Club.

During the Committee discussions regarding the 1996 Show, Professor Deryk Brown asked for a small section of the stand to be dedicated to Ferguson Tractors as of course 1996 is the 50th Anniversary of the Grey Fergie or "Vaaljapie".

Well, this idea snowballed until the overall theme became Ferguson, with a few selected "other makes" allowed on the Stand for comparison (or as some say to show how poor the opposition was).

Significant tractors were loaned from all over the country. A. Can Wyk's Ferguson A (which used to stand in Fedmech's training centre in Vereeniging) was transported from Vryburg. The Willem Prinsloo Museum owned Industrial Ferguson A came down especially for the Royal as did the 20,000th Ferguson in South Africa currently cared for by the Department of Agriculture at the Pretoria University.

Incidentally, this machine is still very original and as it has spent most of its life under cover, its paintwork is in an almost new condition. This proved embarrassing for several Ferguson "fundies" as their tractors were significantly darker. The original Ferguson Grey was much lighter than M.F. Grey!

The Industrial Ferguson A is also an enormously interesting machine. It evidently is not a modification done later in the tractors life as the steering box, fuel tank, bracket etc are integral parts of the original tractor.

As far as can be ascertained, these units come to South Africa with generators mounted on the back driven from the tractors belt pulley, and were used for starting aircraft by the Airforce. Another survives owned by Tinkie Pretorius of Nylstroom (Can any of our UK readers tell us more about these tractors).

Anyway back to the Show. Stalwarts Rob North and Professor Deryk Brown produced a magnificent booklet entitled The Harry Ferguson Saga (available from the Natal Branch at a very reasonable price).





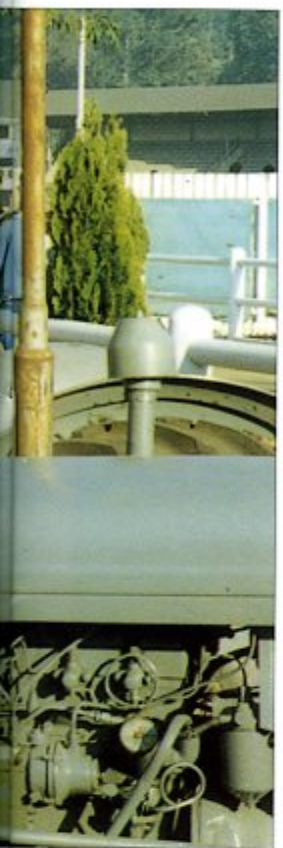


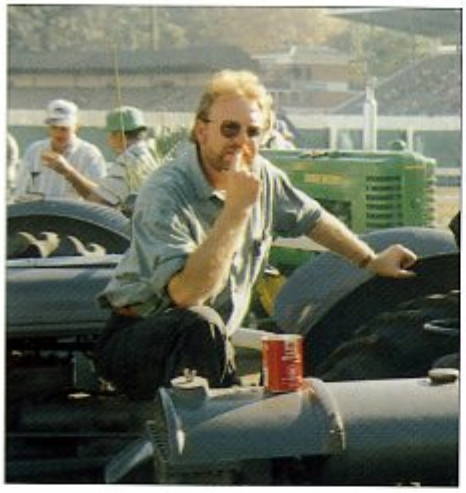


ABOVE LEFT: A close up of the unique steering arrangement of the Ferguson "A".

LEFT: A general view of the stand – clearly every inch of space has to be carefully utilised.

WITH A FERGUSON THEME





ABOVE: Old and New technology – Willie Dreboldt better known in Vintage Tractor circles for his immaculate Farmall 'M' is no doubt tying up a dealer on a G.C. Tillage implement. Note – Totals Hi-octane fuel on the bonnet of the "A".

LEFT: Note that colour difference between the original paint and later resprays. The Case VAC Behind has the Eagle Hitch – a crude 3 point that could not compete with the Ferguson or Ferguson Draft sensing hitch. In the background are three "Copper Pens" (Copperbelly) 35's. Another bone of contention – should the frille be copper or grey? Experts please advise!

Ferguson literature pamphlets and manuals were begged, borrowed and donated and displayed in the Clubhouse. An excellent video showing inter alia much archive footage of the Fergusons being built and the Polar Expedition was shown in the Clubhouse throughout the duration of the Show.

Recognition for all this effort came in the form of the President's trophy awarded by the R.A.S. for special endeavour. This prestigious trophy is only awarded if the RAS President feels there is a stand worthy of it and some years it is not awarded at all. This is the second time the Natal VTEC has won it.

Although so many people pulled together to create the 1996 Vintage Tractor stand an outstanding success, mention must be made of Richard and Evelyn Arneson as well as Rob North who cajoled, co-ordinated and sometimes bullied but got the Show on the road.

A rather special fuel bowser was sponsored by Total. This dispensed not petrol, nor diesel, not even power paraffin but a much more vital fuel/lubricant – draught Castle. Many can testify to the magic way this Hi Octane liquid slid down the gullet – and its unique two day after effects.

As part of the agreement with the RAS the Club has to stage arena events for the entertainment of the public. They have to be well organised, interesting and above all punctual so as to slot in between other scheduled events such as showjumping.

Relay races, musical cans, drumrolling and tractor bending amongst others proved fun for both spectators and participants – although after each event there were sore and stiff drivers! Two teams participated – Ferguson versus other makes – appropriately Ferguson won on accumulated points.

However, more important than the fun and games the Ferguson Memorabilia, even than the tractors themselves, were the people involved in selling and servicing them. The crowning achievement of the 10 days has to be the Wednesday's gathering of as many of the people who worked at Ferguson dealerships as could be contacted, from all over Natal. Some still involved in M.F., others retired, others in different occupations, they all had one thing in common, the grey Fergie.

For some this was an emotional time as they met old colleagues not seen for many year. Reminiscing of training courses attended, deals won and lost, the sneaky demonstration tricks that confounded the opposition, guests relived the heyday of the Vaaljapie when other tractor dealers spoke of the "Grey Menace".

To one involved in today's tractor scene, it sounded like a breath of fresh air. Competitive oh yes but mostly clean, usually profitable and most of the time enjoyable, even fun. Perhaps that's pure nostalgia – there must have been frustrations too.

But most guests seemed to feel that something important – some form of camaraderie has been lost in the tractor industry over the years. Those days people counted as important individuals not as machines that could be discarded if performance levels dropped.

Already the Natal Club are discussing next year. Should there be a theme and if so what? J.D.'s 160th Anniversary? Fordson? Whatever it is, its going to be difficult to cap 1996.



ABOVE: The ex-Airforce Ferguson "A". While the box on the back is not original, the rest of the tractor definitely is. Note Sam Hewitt's roller in the background adding a touch of class to the stand.



RIGHT: Mention Ferguson in Natal and Ollie Cromwell comes to mind. Involved in spares from early days till today. Few have his knowledge of "Fergies" or later M.F. products.

BOTHAVILLE OPE DAG



PAGE 8...

So was dit in vroeër dae – mielies in sakke. Chris Smit (snr) trek in met sy netjiese Allis WC.

Die gehardste lede van die veteraan trekker gemeenskap het op 'n koue, winderige wintersdag die jaarlikse mielieoes ope dag by die ko-operatiewe silo's te Bothaville byeengekom. Een van Suid-Afrika se grootste ko-operasies, Sentraalwes, het die dag geborg en sleepwaens vol mielies vanaf 'n depot na die silo's vervoer waar dit ingeweeg en afgelaai was. Dit was een van die koudste dae wat Suid-Afrika beleef het, en daar was tot 'n tikkie sneeu. Na die vragte van die trekkers afgelaai en dit in rye geparkeer was, het al die deelnemers 'n groot skuur betrek het waar hulle 'n uitstekende maaltyd bedien was met die komplimente van Ko-op.

Baie deelnemers was verstom oor hoe goed die ou trekkers met sulke swaar vragte bygehou het. Dit het 'n nuwe dimensie van sleep bygedra en ook doeleinde aan die byeenkoms geleen.



Seker een van die beste restorasies in die land – Jurie Swart op sy M.M.G.

TRANSLATION SERVICE

Translations of all English articles are available in Afrikaans and translations of all Afrikaans articles are available in English.

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WHERE HAVE ALL THE VAALJAPIES GONE?

A question often asked – (at least until this Golden Jubilee Year) is why don't we see any Grey Fergies in Preservation?

The answer of course is that many are still working.

Here Dennis Petersen of Frere, near Escourt rakes hay with his.

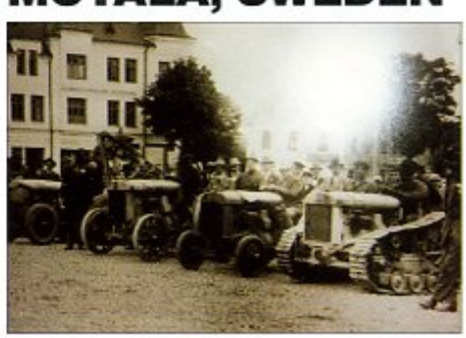
Dennis, who is in his 70's farms and runs an engineering shop. He is not particularly impressed with the concept of preserving old tractors – he believe they should work for a living. Amongst his working tractors are a Four Cylinder FE35 Diesel, MF65 Fordson, Super Major, Case C and Farmall BMD.





Another Vaaljapie still hard at work seen ploughing flower beds for Patrick Scholz at Tweefontein. (Photo: J. Martik)

FORDSON TRACTORS IN MOTALA, SWEDEN



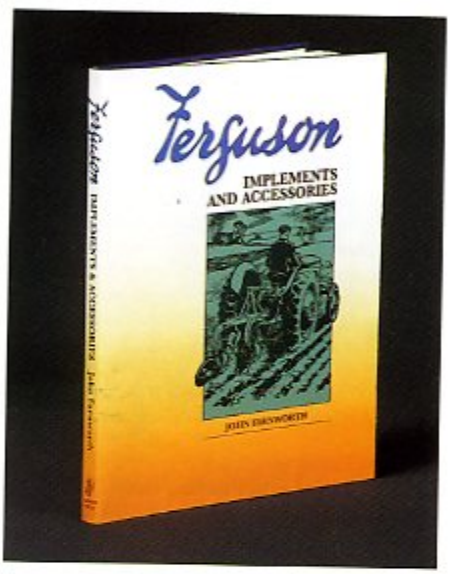
A reader from Sweden has sent us this picture of a gathering of Fordson tractors in the early 20s in Motala, Sweden.

FERGUSON BOOK REVIEW

Ferguson Implements and Accessories has been compiled by Ferguson and Massey enthusiast John Farnworth who has participated in farm machinery use studies in many countries. although he concentrates on the dominant period of the grey TE Ferguson tractor, John Farnworth also covers implements for the Ferguson-Brown, Ford-Ferguson, Massey-Harris-Ferguson and Ferguson TO. These are arranged in their "eras" to give some historical perspective.

Reference is also made to implements made for the South African market, and the colour section reproduces present day advertising material from India, where Ferguson-style implements are still manufactured.

The book is large format and contains nearly 400 illustrations, most of which have been reproduced from out-of-print manuals, leaflets and catalogues. Accompanying the pictures is a concise, informative text highlighting the main features of each implement and accessory. Wherever possible model numbers have been given, and the book includes price lists and information on implement and accessory adaptation. The result is described by John Moffit in his Foreward as a "key reference for all enthusiasts giving a full picture of the period of Harry Ferguson's design influence."



Copies may be obtained from: Southern Book Publishers, Phone (011) 3125 3633 Fax (011) 315 3810

We are also grateful to Miller, Freeman & Professional for providing their catalogue for inclusion with this issue of Veteran Farmer. To obtain copies, please contact Mrs Kathy Lotter – Die Ou Trekker Maatskappy on 011 463 4071.



WORKING LISTER

It is becoming more and more apparent that tractors and engines that work create a lot more interest than static exhibits. Whitty Boast's latest restoration project illustrates this. A beautifully rebuilt water cooled 2 HP Lister D of 1950 is driving a 1 KW Lister generator producing 32V, 27A, at 2150 RPM. Whitty was fortunate to obtain a rare 32V motor, and this, powered by the generator, is driving a grindstone. The photo below, taken at the 1996 Malmesbury Show, shows Whitty sharpening chisel points, which Posselt Lourens has just forged.

NUUTSTE ONTWIKKELING BY "NEW HOLLAND/FORD"



LINKS TOT REGS: Garry Jackson (Besturende Direkteur, Samcor), Franco Torchia (Verkope Direkteur, New Holland), Jim Miller (Groep Besturende Direkteur, Samcor), Jim Gaeddart en Aubrey Gouws (Direkteure, Trekker Verkope en Bemarking, Samcor).

FORD het 'n lang, eerbare geskiedenis in die Suid-Afrikaanse boeregemeenskap. Die "Fordson E1A Major/Power Major/Super Major" reeks is vanaf 1951 – 1964 geproduseer en was onbetwisbaar die mees suksesvolste trekker in Suid-Afrika, en moenie die eerbare "FORD 5000" vergeet wat gevolg het nie.

Die trekker industrie is in 1990 geweldig geskok met FORD se aankondiging om hulle trekkerwerksaamhede aan die massiewe Italiaanse FIAT groep te verkoop.

Dit word beweer dat 'n senior FORD bedryfsleier 'n uitlating gemaak het dat FORD net geïnteresseerd is om drie dinge te maak – motors, bakkies en geld – en klaarblyklik het trekkers nie in hierdie kategorie ingepas nie.

Dit het toe bespiegeling oor die voortdurende bestaan van die FORD trekker soos ons hom geken het veroorsaak.

Wat sou die toekoms van die Basildonfabriek in die Verenigde Koninkryk wees, wat spesiaal opgerig was vir die doel om die nuwe "FORD World" trekker van 1965 te vervaardig? (Vorige Fordsons is in 'n afdeling van die reusagtige Dagenham motoraanleg vervaardig.)

Versekering is gegee dat FORD trekker steeds by die Basildonaanleg vervaardig sou word, alhoewel hulle bemark sou word onder die "New Holland" naam. "New Holland" was alreeds 'n ou en gerespekteerde landbougereedskap-maatskappy wat die wêreld se eerste baalpers vervaardig het, wat die "FORD Motor Company" 'n paar jaar van te vore aangekoop het.

Veteraan Boer het gewonder wat die posisie ses jaar later (veral in die Suid-Afrikaanse konteks) sou wees, en het toe vir Samcor (wat vir "New Holland" FORD in Suid-Afrika versprei) genader en die volgende verklaring is gemaak :

FORD trekkers is al vir sowat 75 jaar 'n huishoudelike naam in Suid-Afrikaanse landbousirkels en die maatskappy het hom as 'n voorloper in die wêreld van landboumasjinerie gevestig.

Die wye reeks van FORD New Holland (FNH) -trekkers en -balers word plaaslik deur die Suid-Afrikaanse Motorkorporasie (Samcor) versprei.

Tydens 'n onlangse besoek deur uitvoerende amptenare van New Holland van Suid-Afrika, was hulle hoogs optimisties oor die toekomstige groei van die maatskappy hier.

"FNH is daartoe verbind om die jongste vlakke van tegnologie in sy landbou-toerusting en -masjinerie aan die verbruiker te verskaf en om voortdurend die uiteenlopende behoeftes van die plaaslike mark te bevredig", sê Aubrey Gouws, Samcor se direkteur vir FNH trekker verkope en bemarking.

'n Entoesiastiese span van 110 onafhanklike handelaars, asook mededingende pryse en 'n wye reeks betroubare toerusting met uitmuntende herverkoopwaarde het reeds vir FNH 'n besnydenswaardige reputasie gegee as 'n maatskappy wat in die behoeftes van die plaaslike boeregemeenskap en die landbousektor as geheel voorsien.

"Om aan die voorpunt te bly en die uitdagings van verandering in die landboutegnologie die hoof te bied, asook te voorsien in die behoeftes van die sektor, beplan ons om nog die sterker verteenwoordiger te word in die mark", sê mnr Gouws.

"Dit het gelei tot die onlangse bekendstelling van ons nuwe reeks "econoline" trekkers wat op die NAMPO-skou vir die eerste keer vertoon is. Ons nuwe reeks trekkers se pryse is vasgestel om die boere te help wat 'n meer bekostigbare opsie soek, maar nog steeds moderne toerusting wil hê", sê mnr Gouws.

FORD-trekkers oorheers die landbousektor in Suid-Afrika sedert 1924 en ons is opgewonde oor die vooruitsigte van landbou in die toekoms. FORD New Holland in Suid-Afrika evalueer nuwe produkte wat deur New Holland ontwikkel word vir wêreldmarkte, op 'n voortdurende basis", volgens mnr Gouws.

Met die toevoeging van die nuwe modelle en die steun van die handelaarnetwerk, is FNH vol vertroue dat die maatskappy nog 'n groter rol in die toekoms van die Suid-Afrikaanse trekkernywerheid sal speel.

Met uitsondering van die wingerdmodelle, is alle trekkers wat in Suid-Arika deur Samcor vervaardig en bemark word van die FORD erfenis, en maak gebruik van die "FORD PowerStar" enjins.

Reeks 40 kom vanaf Basildon in die Verenigde Koninkryk, en Reeks 70 vanaf Kanada.

Toe die produksie van die Reeks 10 in Basildon gestaak is, was al die vervaardigingsgereedskap, ensovoorts na Brasilië aangestuur om die Reeks 30 verder te kan vervaardig.

Hierdie reeks verleen aan Samcor 'n goedkoper alternatief as die meer gesofistikeerde Reeks 40.

Dit is voor die handliggend dat "true blue" trekkers hier is om te bly.



THE OLDEST TRACTORS IN SOUTH AFRICA?

Boetie Hattingh continues the debate on the oldest tractors in South Africa.



The debate will continue for many years and new information will change things continuously. The reason for this article is to try to encourage people to supply new information that can prove us wrong and in doing so, help our movement to have accurate factual information. I am going to touch on a few of the main roll players, from the 1920's and older.

Massey Harris celebrated their 25th year in S.A. in 1952, which would mean that the Wallis 20-30 could be their first model to be imported. We also know that the Case crossmotors of the model A and K sizes were imported, in the mid to late 1920's. One has to remember that the launching date given by a company, when establishing itself, does not have to mean that none of their products were sold prior to that date. Some people first felt the market for a while, to see if it would be a lucrative venture.

When compiling an article on International Harvester a number of years ago, some IH collectors did not think I would have to go back further than the 1921 15-30. After printing, as luck would have it, my Western Cape friends notified me of a Titan in the Swartland Museum, in Mooreesburg. The same thing happened with John Deere, when I started with the model D. I later found out that at least one Waterloo Boy came to S.A (see Spring issue of V.F.).

Fordson is an example, where Ford started their tractor operations in 1924, but have records of a model F arriving here, in October 1917. These six spoked models had no mudguards, a vibrating coil and no water pump. They used to run very hot when pulling and were difficult to start. Their claim to fame was price, due to mass production and that they had no chassis, but a unit frame. They were identified by stepladder radiator sides.

Hart-Parr, the forerunner of the Oliver, claim to have invented the word tractor. In S.A. there were plenty of them around by 1930, relatively speaking. Thanks to your article on the 1908 model, we know when they first arrived in S.A. However, due to the lack of communicational services and that the provinces were still at loggerheads with one another, due to the Boer War, nobody could claim to know what was going on elsewhere in the country.

It was said that this tractor was too large and smaller tractors would have sold better. This however brings another question to mind. What did they compare it with to realise that it was too big? Just maybe, it was compared to the Ivel, which was about one third of its size. Is the answer not possibly in the article. In the Autumn '96 edition which states that in 1904 the Ivel was already successful in the Transvaal.

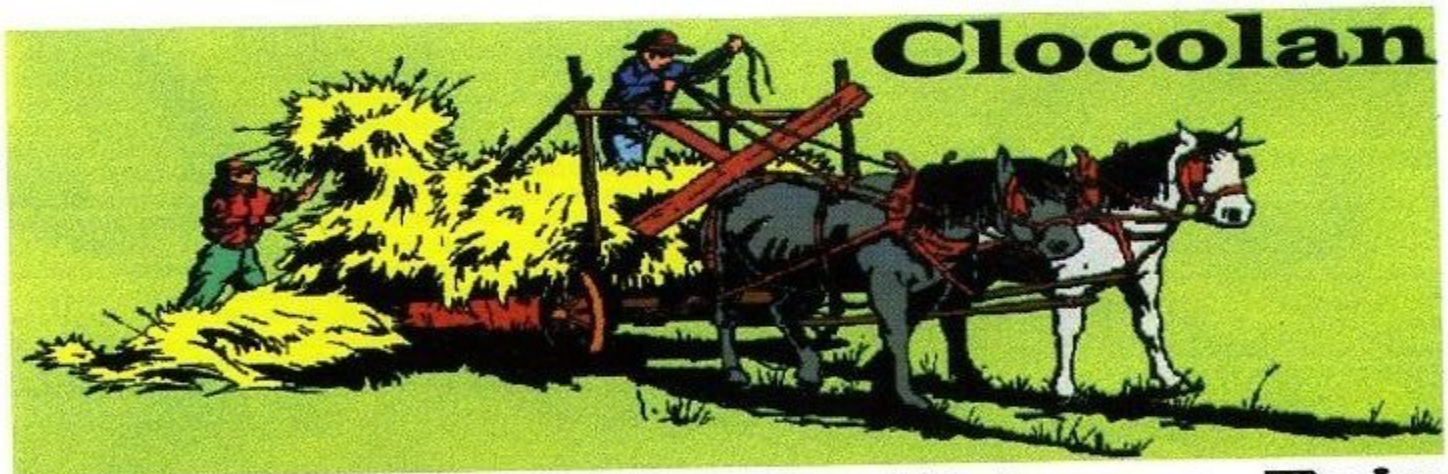
WHAT IS THE STRANGE AFFINITY THAT MCCORMICK DEERING TRACTORS HAVE FOR TREES?





Sam Naude's sent the photo of the 15-30 which has stood just a little too long "under the gum trees". The caption on the back of the photo claims it was taken in the Natal Midlands. We suspect it is in fact in the Ermelo District. The other photo shows what appears to be a 10-20 high in the boughs of an Oak tree in the Riversonderend area. The original owner has passed away and no one is quite sure how the tractor got there. Local rumour has it that the tractor (with cultivator attached) broke down and was parked over an Oak sapling, which lifted the tractor as it grew. It seems more likely that the tractor was placed in the tree, albeit many years ago.

Photos courtesy of Raneel Viljoen.



Eastern Free State Veteran Fair
6-9 March 1997 @ Clocolan Showgrounds

SA National Ploughing Competition · Dutch Oven Bread · Spinning & Weaving
Maize & Wheat Threshing Machines · Steam Engines in Action · Plucking Geese
Soap Making · Reaping Oats by Oxen · Draft Horses · Selfbinder
Old-Fashioned Ladies' Fashion Parade · Crimping Wagon Wheels · Camel Rides

NOTE: Hired circus tent amongst tractors with music throughout the duration of the show. Great variety of practical and live demonstrations for two full days. **Should you require accommodation, consider the ultra modern Caravan Park with its beautiful facilities. Contact Helene Joubert (051) 943-0273.** *For further information, please contact: A vd Ruit (office) (051) 943-0415 or (after hours) (051) 91-2094.*

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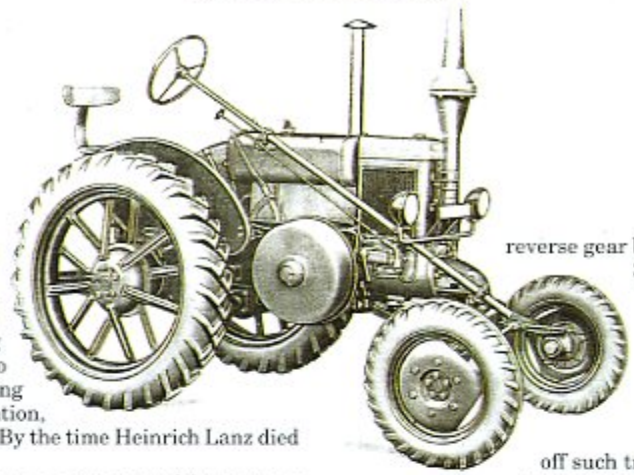
John Deere (SA)

An entry fee of R10.00 for ADULTS and R5.00 for CHILDREN will be charged at the gate.

There will be lots more to see !!!

THE LANZ STORY Part 1

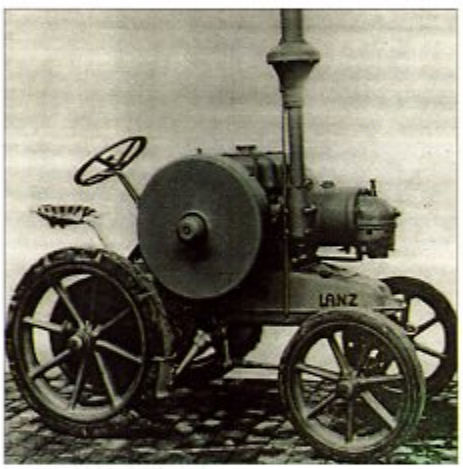
By Boetie Hattingh



Started in 1858, the firm was founded by Heinrich Lanz, after whom it was named,in Mannheim, Germany. Before the days of the tractor, they made various implements, including threshing machines and traction engines. They also supplied burstones and other milling equipment and had interests in aviation, including the manufacturing of airships. By the time Heinrich Lanz died in 1905, it was very well established.

After World War 1 (1914-1918), there was a growing need for a tractor, which was easy to use, very reliable and affordable for all. It was these basic requirements that Lanz successfully implemented, that made the Bulldog tractors so famous, that they are still a focus of attention, even today. For further versatility, it had to run on the available fuels.

Their first attempt at a tractor was a very crude looking hopper cooled engine, mounted on a frame with wheels, in 1921. This was the two stroke, horizontal single cylinder engine, perfected by Dr. Fritz Huber, regarded by some as the brains behind the Lanz line of tractors. This 12hp flywheel engine was the model HL, the worlds first hot bulb tractor (190 x 220 – 420 RPM). From 1923 to 1926, a very modern four wheel drive model with articulated steering was sold. This was however too advanced and complicated to be successful with materials and technology available at the time.



1921 12HJP Model HL.

In 1926 they reverted back to a simple basic design, the HR – the first model exported to SA. This was rated at 22-28, with a 130 litre hopper still without a reverse gear, the only way the driver could back the tractor was by virtually stalling the engine and kicking it over to run backwards – quite an art!

It had a bore x stroke of 225 (8,7/8") x 260 (10 1/4") at 500rpm. With 4 litres of water evaporating per hour, a water tank, which Lanz supplied, was either pulled by the tractor, or kept close by. Their customers in tropical countries claimed that up to 7 litres of water could be used per hour and Dr. Huber had to see to this complaint. This was solved by installing a radiator on the 22-28 HB-2 and this model was the HR 4, still with the same engine. The HR 4 was sold from 1928, alongside the hopper cooled HR 2, as the radiator option model, and both ended in 1929.

Only 180 of these HR 4 Lanz models were made and Thys Swart in Swellendam has one. The early radiator models could be distinguished from later models because they had the fan belt on the right hand side of the engine. These pre-war models were grey and are all sought after. The radiator models were also the first from Lanz to offer a reverse gear, thus the need arose to only have to run the engine in one direction. A 3 forward speed gearbox was used.

In mid 1929, Dr. Huber moved the crankshaft centres and piston, giving 2 hp more on the same engine. The opposite effect happened when the engine ran the other way around, but this loss of power never mattered, due to the reverse gear being included. The HR 5 had the new 15-30 power rating. All these un-styled Bulldogs had the problem of kicking over and suddenly running in the opposite direction under severe labouring. It was common when ploughing a tough spot in the land for the tractor to suddenly run backwards over its' plough.

New drivers have been known to jump off such tractors, when finding themselves suddenly running backwards down a hill with a heavy trailer load. You had to change to the right gear before the incline and once your momentum was gained and your revs were up, they were incredibly powerful. Also due to this single cylinder weakness, you also never took part in drawbar to drawbar pull competitions with other makes.

The HR 5 had the rpm moved from 500, up to 540 in September 1929. The strap down tank like the Fordson N, on the HR 2 and HR 4 was replaced with the familiar square Lanz tank with the air filter behind it. As was the case with Firestone and Allis Chalmers in the US, The 15-30 HR 5 was the first Lanz to be fitted with Continental rubber tyres.

An improved variable speed governor was then fitted to the 15-30 (HR 5) enabling it to run at 630 rpm and a stronger gearbox was designed to go with it. This larger tyre version of the 15-30 engine was known as the 22-38 (HR 6). Both the HR 5 (15-30) and HR 6 (22-38) ended in 1935 and were the last Bulldogs to have the fan or the right hand side. All models prior to these two models had only the word Lanz on them, compared to the Bulldog and Lanz names incorporated during production of these two models.

Till now, we have only dealt with the H-numbers, indicating the engine size, namely HR for the 225 x 260mm bore and stroke large size. There were also the HN series, which were medium sized with a 170 x 210mm engine and an even smaller HR series of 145 x 170mm. Where field Marshall tended to keep the same engine and improve the body, Lanz used the governor settings to obtain various hp sizes. These in turn enabled them to have various models (power sizes), in the three engine groups.

To complicate things further for the layman, the D-numbers were also introduced, as the need grew to identify the various versions available per model size. The HR 5 was the D6500. The first two digits always identified the size and the last two digits, the countless and often insignificant options. A few are as follows: D-..00 = basic 3 speed, D-..02 = PTO, D-..04 = electrics on earlier models. The D – .06 was all purpose, D-...11=dual purpose and D-..31=road express. From 1952 the full diesel option was available and its D-number was D-..16. To further confuse people, an alphabetical letter was also used to identify power sizes eg. Model L=20-25 hp, Model N=30 hp, Model P = 38-45 hp and model S-55 hp.

The model that was smaller than the HR, was the 170mm x 210mm



Lanz HR5 (1929-1935) — the first models with the Bulldog name.



Lanz HRZ 22-28 (1926-29) prior to Bulldog name.

HN series. The success of the 1920's 12 hp hopper cooled model HL, was reason enough to reintroduce a smaller model for the growing demand. It was a scaled down version of the HR 5 (15-30) at a 12-20 rating. The HN-1 was produced from 1931 to1932. From 1933 to mid 1935, it was the HN-2. The tremendous success of the rowcrop Farmall Regular of 1924 and the John Deere GP of 1929 in the US led to Lanz making the first rowcrop in Europe in 1931, based on the standard HN-1. This model was short lived, as rowcrops only sold very well in America. Other countries used higher clearance models with narrow tyres and an adjustable wide front axle, like the Fordson E27N(Bluebottle).

The HN—1 had smaller shell type mudguards, like an MF 35 and the HN-2 had sheet metal extending around from the front of the mudguard and joining the now enclosed air filter, thus forming a caged in platform. This operators platform style was common on all later Bulldogs. Beginning in 1935, the HN-3 was sold until 1937. The HN3 was based on the HN2, but minor changes occurred to facilitate mass production. All these 20 hp models used the D-65.. D-numbers. The engines were still at 760 rpm. The smaller the engines, the higher the revs. During the HN-3 production, only the 20 hp, instead of 12-20 were used for power rating.

All these hp ratings were continuous ratings over one hour tests. They were however misleading, because other manufacturers used the maximum hp over one hour. Lanz then decided to rate the 20 hp at 25 hpo, still HN-3 a D-65.. at 850 rpm. This model and a lower rpm version, the 20 hp HN – 5 (D-35..) At 750 rpm both sold from 1937 to July 1942, when production ended due to the War. From1938, also to 1942, an all purpose (higher clearance) version of the HN-3 was sold. Rowcrop narrow rear wheels and lifted up wide front axle featured on this model and was the style that later medium and small Lanz models used.

On the large HR model side, the 1935, HR-5 (15-30) and HR-6 (22-38) were replaced by the left side fan belt models, the HR-7, 30hp (D-85 .., model) and HR-8, 38hp (D-95.., model P). In 1936, maximum hp was quoted and they were rated at 35 hp and 45 hp. They were joined by a 55 hp version.

Of the HR-8, the HR 9 model S (D-15..). What is confusing about the 55 hp, is that only the Road Express version had the HR-9 and D-25.. Numbers. Although we are dealing with Agricultural models, they were famous for Road models and other industrial versions which had cabs and front mudguards, like the cars of the period. The HN and especially the HR versions were used for these options. The 55hp arrived in February 1938.

Although crawler prototypes were made, based on the HR—6 they were only introduced as the left side fan belt model of 38 hp, the HR-8, called the HRK. The prototype was tested from 1934 and sold from 1935 to 1937. Then the 55hp arrived, the crawler version of the HR-8, 55 hp (158T) and towards the end, 1939, it was the 55hp (D1550) semi-diesel model T, which did not have rear mudguards like its predecessors.

From 1939 to 1942 the small Lanz Bulldog was sold, with the 145mm x 170mm at 900 rpm engine. This was known as the model HE and was only for agriculture and of rowcrop wide front axle design. With a maximum continuous rating of 15hp, it was identified by having the steering rod going down the right side of the tractor, to the box, on the front axle, like the culti-vision Farmall Cub and A. The driving position was off-centre, but not the tractor frame. This HE model had the D-45.. Number, to further muddle the D-number sizes. This is possibly why the smaller Bulldogs and later new and styled HR replacement models used D-numbers identifying their hp.

To be continued in the next issue.

UNEARTHED FRO



One cannot help believe by looking at this photograph that it was set up for the purpose of taking a postcard photograph. This is obviously a postcard complete with hand written comment dated 26th January 1906. Rod is as dubious as the editor regarding the productivity of this team, but one cannot argue with the impressive rick of sheaves. To be fair they obviously stopped for the photograph, and all the ingredients are there for a successful days threshing. Once again, could somebody identify the portable steam engine?



Ploughing near Louis Trichaardt in the 50s or possibly early 60s with a Fordson E 27N. What makes this interesting is if one looks closely we can see that the plough is in the reverse direction of all conventional ploughing. At first glance it looks as if the negative has been inverted, but looking at the numbers on the tractor this is not the case. Does any reader have any information on ploughs that work in the reverse direction in this manner. Once again it proves that Ford's dominance in the tractor market extended well in to the Northern Transvaal.

M THE ARCHIVES

At a rough guess, there are probably 30 or 40 identified portables in Southern Africa but unhappily virtually none in operational condition.

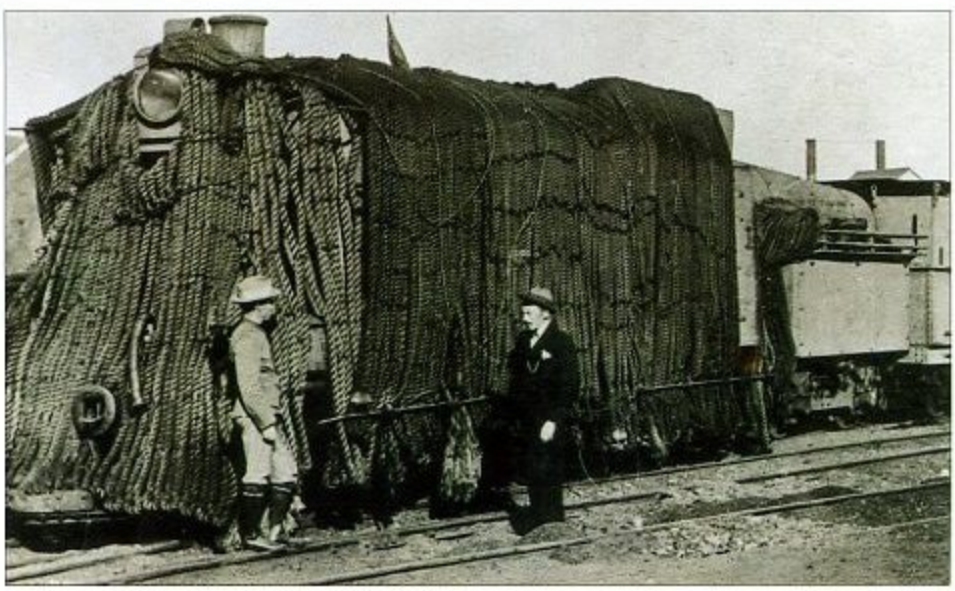
Gert Beukes of Clocolan keeps memories alive with this dynamic threshing demonstration at Clocolan every year but more work needs to be done to bring some of these portables to life again.

We ask our readers to go through their family archives and dig out old pictures like these. They will be returned in good order.

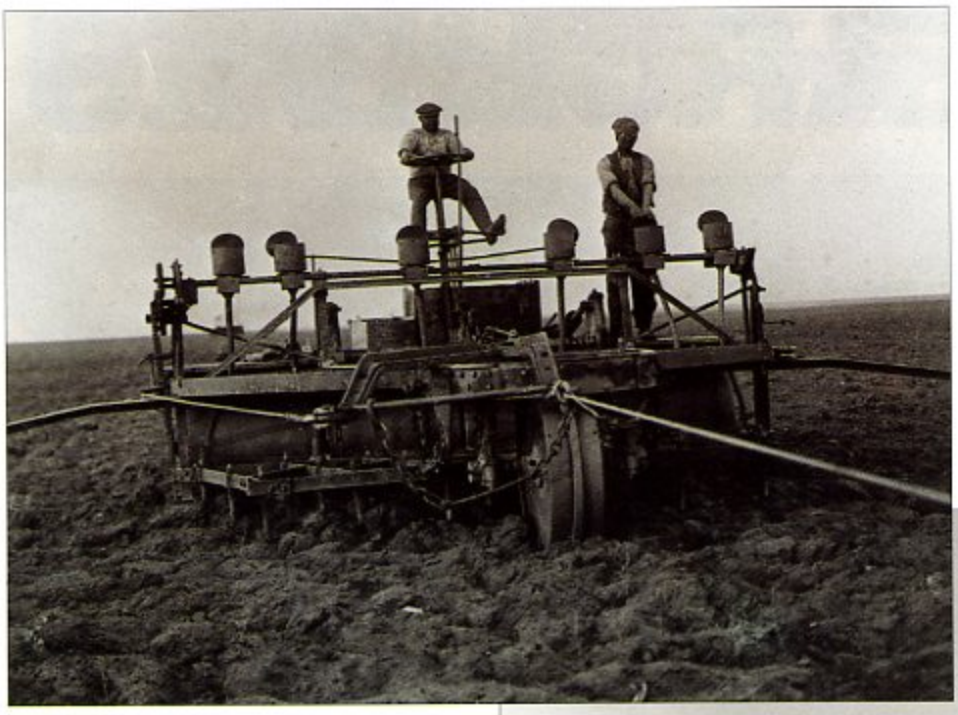




These two photos clearly show that silage making was relatively advanced for its time. The portable steam engine, unique steam driven ensilage cutter and ox wagon delivering green material to the silage cutter clearly shows that silage making as we know it today was not new. The end product was almost certainly very similar to that which might have been produced by modern silage making equipment. No doubt the oxen were used for the compaction process when the silo was full. Our steam enthusiasts will quickly be able to identify the portable.



Talking about steam and talking about archive photographs, how about this picture of Hairy Mary the armoured train which was used (unsuccessfully) to thwart the Boers crossing the Orange Free State in 1899.



JOHN FOWLER & SONS



It is the fashion in Europe to farm these days with one pass operation, i.e. having implements on the front and the back of the tractor and maybe this will catch on in South Africa. If it does be assured there is nothing new about it as these photos show, a one pass operation cultivating, planting, rolling and harrowing together. The photographs were taken it would appear at the John Fowler & Sons experimental farm near Vereeniging and obviously these huge implements were used with a pair of Fowler ploughing engines.

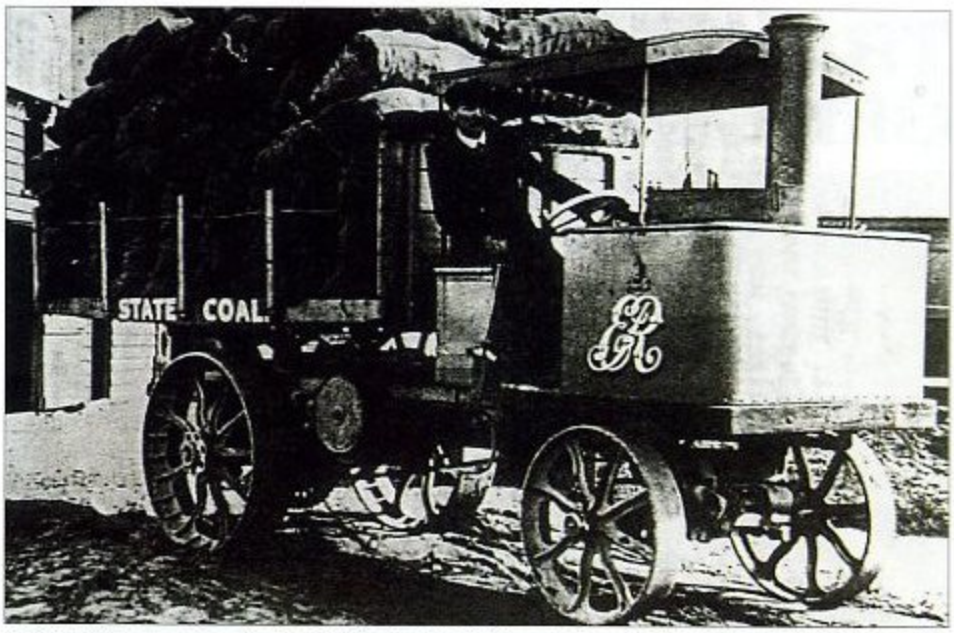
SOUTH AFRICA'S OLDEST TRACTOR... THE DEBATE CONTINUES:



Continuing the interesting debate on what really might have been South Africa's oldest tractor: This photograph was kindly made available by the Afrikaaner Museum — now Museum Africa. The caption in the Museum archives reads "Paraffin engine tractor probably American made". No doubt about both statements, but what is it? Looking at the period dress and also the tractor itself it is certainly not older than 1912. Experts could date this picture by simply looking closely at the Edwardian attire.

A STRAKER SQUIRE STEAM WAGGON IN NEW ZEALAND

by Tim Keenan



Straker Squire waggon leaving its depot at Christchurch, New Zealand owned by the State Coal Company

Over the last few years, I have been most fortunate to have been able to visit the most scenic country of New Zealand a number of times. Earlier this year, I was able to see various museums and private engine collections and steam Club's in both North and South Islands. Without doubt one of the most significant places visited was the well known Fielding Traction Engine Society's premises at Maewa, in the Manawatu area of North Island.

The Fielding Club is now in its 33rd year and is amongst one of the foremost steam engine societies in New Zealand. Having over that period of time being instrumental in preserving over 32 engines. Some of which include the most well known British engine makers ie. Aveling and Porter, Burrell, Brown and May, Marshall, Robey, Ruston Proctor, Ruston Hornsby, Fowler, Ransomes Sims and Jeffries, and last but by no means least a R. Hornsby portable. But recently a further steam engine has arrived at the Club's premises. This is a rare Straker Squire steam waggon. Its engine number is believed to be 194. And is thought to date from the 1906 period. It is quite possible that this engine could be one of the last undertypes built by this most interesting firm. As late in that same year and early in 1907 they introduced an new model, an overtype. That model was short lived as the Sidney Straker and Squire Co went over to petrol engined vehicles a few years later, producing light buses and lorries well into the 1920's.

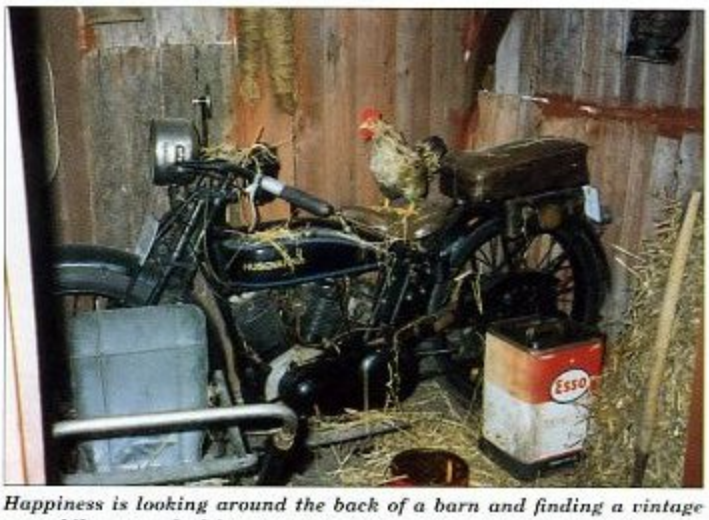
Although the Straker Squire Co. office was in 1905, at 5 Nelson Street, Blackfriars, London. The firm originated in 1893. With premises in the St Philips area of Bristol trading under a different name. It was not until early 1901 that Sidney Straker had taken a partner, Mr L.R.L. Squire and founded the Straker Steam Vehicle Co. At this time a works was also to be found at Bush Lane, London. This is thought to be the service depot for the fair amount of steam "Lurries" of the marque to found in and around the London environs.

During the early part of this century. The Straker Squire company were featured at great length in the motoring publications of the day. The "Automotor Journal" of 1902 and later the "Commercial Motor" of 1906 ran extended features on the Firms' operations and products, both editors extolling the waggons, using the standard flowing Edwardian English of the period. And the Straker was entered in a number of RAC Trials, the most important being in 1907, with other manufactures of the time being in direct competition. They were such companies as Savages of Kins Lynn, and the Yorkshire Patent Steam Waggon Company of Leeds. Both won a Gold Medal, but the Straker was a little down on the list of prizes awarded, owing to a burst steam pipe from the engine to the boiler. The price of the fore mentioned waggons were around the £3550 mark on the road at the time.



STEAM ROLLER

A sturdy Marshall Roller acquired recently for the Hogsville collection. This unit is a Marshall Road Roller built by Marshall Gainsborough UK in about 1940. The build number is 88876 and it has a working pressure of about 200 pounds. It was owned by the Klerksdorp Municipality since new. Designated by Klerksdorp Municipality as a Road Department No. 2. When it was no longer required by the Municipality it was given to the Klerksdorp Museum which is situated at the site of the Old Klerksdorp Prison and sat on the grounds until it was removed last week and donated to the Hogsville collection recently. It was owned by the Klerksdorp Municipality for approximately 40 years.



Happiness is looking around the back of a barn and finding a vintage motorbike untouched for 50 years!



Our front cover star, Christo Lotte, enjoying his Fordson Major.

OLD TIMERS FROM JAMES HALL TRANSPORT MUSEUM MEET NEXT GENERATION ON MIDRAND FARM



Resteamers have been criticised over the fact that the Fowler is not painted in traditional colours. However, it is the closest thing to a Showman's Engine that South Africans are going to see for the time being.

Although she might put a frown on the face of the perfectionists, she brings a smile to 99% of the rest of the human race (children in particular).



Fowler Compound Roller, Number 19543, a 10 tonne machine owned and restored by Resteamers, has recently been relocated from the James Hall Museum to Hogsville, Midrand.

Resteamers members Phil Braithwaite and John Talbot were in attendance recently to steam 19543 (Judy) for a school outing which was thoroughly enjoyed by all. One young lad stated that it was the best day of his life.

Actually, such outings are the only opportunity this generation will have to experience live steam on the road and it is, therefore, an educational experience as well as fun!



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"Allis" working at Midmar with Barbara at the wheel and Craig manipulating the rake.

THE STORY OF ALLIS

"I don't want that piece of scrap." "Well I do." We were at an auction of 'scrap' tractors and she was possibly the worst of the lot, but I like to try and collect all the small tractors of different models so I bought her. My Husband Craig was convinced that we would never be able to restore her, but I had a little bit more faith in his abilities. Although the body panels were in need of attention, at least they were all there. No back wheels, only hubs. The front tyres were history, the steering wheel shot. The main fuel tank was probably the worst having a hole of about 20cm diameter in the top of the tank.

We eventually decided to put her on the 1994 PMB Royal show in as found condition with the idea of showing her the next year in all her restored glory.

Our first job was to strip her down. More horrors awaited. The gear box was full of mud and water. The engine was stuck with one barrel very badly rusted and as usual in the new South Africa all the gauges were smashed. One hub had been stripped and left in pieces. Fortunately we were able to find another carcass which had the bits we needed to build one Allis and wonder of wonders it still had an in tact oil gauge. Once everything had been stripped, cleaned, fixed, painted and reassembled, came the big test, would Allis start – no she wouldn't. After nearly throwing in the towel on numerous occasions, Craig together with Richard Arnesen eventually discovered that the magneto cover had a fine crack which was causing a short. A dentist sorted this out and Allis had her bite back. After a few false starts Allis literally roared back to life.

When we exhibited her at the Royal last year we put up a few 'before' photos together with a brief story. A lot of people came to see what she had turned out like and were amazed at the difference. She is now Craig's favourite tractor although she actually belongs to me.

Barbara Campbell

MAJORS JOIN FORCES

New Holland, Iveco and Cummins are to form a European Engine Alliance, with more than $300 million being committed to fund the development of a new series of engines. The engines will share a common 1 litre-peer-cylinder displacement, and the range of three to six-cylinder power units will develop from 50 to 275hp.

The three companies have been brought together by the need to develop a range of new engines to meet toughening emissions regulations. The deal presents a major opportunity to share the development costs and provide greater economies of scale in manufacture.

Development of the new engines will take place in Britain, and the Basildon plant will assemble New Holland's share of approximately 100,000 engines peer year. Of the remainder, Iveco will assemble 50,000 for its buses and trucks, while Cummins will assemble a similar number in Darlington for the truck, off-highway and construction equipment business sectors.

The new alliance is seen as a long term venture, but each manufacturer will retain its existing design and manufacturing capabilities.

CORRECTION

Part 2 of the Clocolan Show article in the winter edition made reference to a photo of Abrie Rhode's 1928 John Deere model D. This was in fact left out due to space considerations in favour of Abrie's Chevrolet, and unfortunately the text was not altered accordingly. Apologies to Abrie.

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THE MOTOR INDUSTRY SMMT

STATIONARY ENGINE NEWS



Big stationary engines are unhappily seldom recovered for restoration due to their size and the difficulty in moving them and restoring them. South Africans should take a leaf out of the book of their counterparts in the UK and the USA where often the recovery, installation and restoration of big engines is a group or club affair. Quite often a big engine is installed as a permanent feature at a rally field which makes a lot of sense. Sadly, as this is being written, any number of really big engines are being cut up ... often after being offered to enthusiasts who do not respond.

These photos show a hefty Robinson engine seen lying in a scrap yard in White River. Any readers who would like to tell us more about this Marque?



Letters to the Editor...

Mr. T.M. Keenan
'Ohope' 23 Byron Avenue
Margate, Kent
CT9 1TU

Dear Editor,

Further to our meeting at the GDSF recently. As discussed, I enclose various items which relate to the Boer War Fowlers plus a few prints from my own collection. And photo copies from the Road Locomotive Society's magazine or Journal, which relates to these engines. I hear that 8499 has now been sold and is presently at the Bicknell's boiler works in Hampshire for major repairs.

You will note from the engine list enclosed that one engine is noted as being "stuck in a hole for several days". My friend over here who's great grandfather was in the 45th Co. RE often referred to this incident.

Anyway hope to hear from you in due course.

Yours sincerely,

Tim and Seb Keenan

Editors comments: We are indebted to Tim and Seb for some magnificent archive photographs. We are working on a major article on Fowler and how important South Africa was to them, not only as an export market, but as an experimental region.

Editor

DOES ANYONE KNOW ANYTHING ABOUT THEM?

Can anyone identify these poor lost souls? A fairly typical find to be discovered at the rear of so many South African farmhouses.







While the editor and some of our readers know exactly what these tractors are, we are asking our readers to put their thinking caps on. The first person to write identifying all four tractors correctly will receive a beautiful sweatshirt depicting a tractor of his/her choice.

Send in your answers to:

Melanie Scales
P.O. Box 408
Halfway House
1685
South Africa

Letters to the Editor...



Coteswick Farm
241 Cotes Road
Barrow upon Soar
LOUGHBOROUGH
Leicestershire LE12 8JR
England

Dear Editor

I have just taken out a subscription to Veteran Farmer and through your excellent British representative, Joanne West, received a set of back issues. They are very well produced and interesting. South African tractors look to be a very varied assortment both old and new. I will have to buy an Afrikaans dictionary to read all of the articles.

A few bits of information on some of the tractors shown:

Autumn 1995:

1) The Stock is from the 1920's not 1910. Stock only made motor ploughs at that time. It looks like a Kleiner Stock of 1921 with the 25/30 hp 4cylinder engine.

2) John Deere 730 all fuel, I agree with Mr Macherbe's letter on this one, (Autumn 1996)

3) Tractors in South Africa. The French Austin continued until early in World War 2, the last ones were diesels.

Spring 1995:

Page 3: The 'What is it' tractor is a Kramer K series from 1949. This is a K18 with the 18hp Guldner diesel rather than the K12V with the 12hp Deutz engine.

For Mr Carelse (Autumn 1996) the translation from Schlepper Klassiker is; "From 1949 Kramer offered a small tractor, the model K12V. This vehicle is equipped with a 12hp Deutz diesel engine (1.8 litres displacement, one cylinder) and has a simple evaporation cooling system. The transmission with four forward and one reverse gear is all Kramer."

Page 9: The MF95 is a Minneapolis Moline GBD or GV1 underneath the tinwork. MF, after the ending of MH tractors in 1958, had only the 35, 50 (a rowcrop version of the 35) and 65 models on offer. They needed a bigger model to replace the MH555. The 85 came along in 1959 and the slightly larger 88 in 1960. Neither were successful, suffering a variety of problems. Both were replaced by the Super 90 (they were all Super 90) in 1961. This ran until 1965 when the new range came out. In 1958 to supplement their line, MF bought big GBD and GV1's from MM and sold them as MF95's in Canada only. The last ones were called 95 Super. The MF97 took over in 1963 based on the MM705/6 series. These were sold in a restricted area by agreement with MM. MF also bought 500 Oliver 990 GM tractors in 1960 and these were restyled and sold as MF 98's.

Page 11: The 35 is the IMT 539 a licenced MF 35 built in Yugoslavia (as it was in the 1980's) with metric measurements.

Summer 1996:

Page 4: The Lanz crawler is a model T, the other a Lanz HR2.

Page 8 : The Hart Parr is a 22-40 model.

Autumn 1996:

Page 6: The tractor labelled Ford 7610 is a Case 400 with the optional adjustable front axle as identified by Mr Hattingh in the Spring 1996 issue.



Page 12: This one has me beaten. I have looked at 100's of photographs but I cannot name it.

Page 13: The Stock is a Raupen Stock of 1928 onwards. The engine is a Stock 2 cylinder 4 stroke of 28hp at 100 rpm, 120mm bore by 160mm stroke, capacity 3617 cc. Gearbox 3.8, 5.2 and 9.5 KmHr forward, 3.0KmHr reverse. Weight 2350 Kg, 170 cm wide and 240 cm long.

Winter 1996:

Page 13: The archive photo I believe to be a Big Four 20 model D built by Emerson Brantingham from 1914 to 1920. It is identical except for the steering column and seat. They have been modified to bring the driver forward and the outside position of the column changed to inside the frame. This was no doubt a modification made from experience. The engine side panels are also missing either lost or removed to aid cooling South Africa being hotter than its native Illinois U.S.A.

Spring 1996:

The Russian tractor on the island is a Vladimir T-28 built between 1958-1969 in the town of the same name. At least 10 versions were built for various crops and conditions. I enclose a copy of the French sales leaflet where they were sold under the Avto name.

I hope all this is useful to you and I look forward to the next issues. Keep putting a bit in about modern tractors because to overseas readers like me they are often machines we do not see at home and some day they too will be veterans.

Best wishes to all at Veteran Farmer,

Robert Moorhouse

E.F.S. Vintage Tractor & Engine Club

Dear Editor,

I would appreciate an article on the forthcoming vintage fair to be held once more in Clocolan from 6th-9th March.

Basically we hope to have what we had last year plus of course some new ideas coming from the various clubs. We will even be having camel rides and an old-fashioned ladies' fashion parade. We have hired a circus tent to be put up amongst the tractors with a band providing music throughout the duration of the show. I can promise you that the 1997 show will be bigger than ever before and with a greater variety of practical demonstrations.

Of course steam engines, thrashing machines and selfbinders will be very prominent but we will be expanding the ladies' departments considerably and of course the National Ploughing Championships will be taking place on the Saturday.

I might also mention that the Caravan Park is now completed, ultra modern with beautiful facilities and the dam is full. We would like to encourage all our exhibitors to stay there to add to the atmosphere.

Many thanks,

Greetings.

Adrian van der Ruit

Letters to the Editor...

118 Main Street
HOWICK 3290
Dear Editor,

The editorial in the Winter 1996 edition of "The Veteran Farmer" raises a very contentious issue: that of the export of old machinery.

It cannot be denied that, particularly with the present weakened state of the South African currency, overseas buyers are able to purchase items at what to them are bargain basement prices. However, it should not be forgotten that every time a piece of machinery leaves these shores a part of the country's heritage goes with it which can never be replaced.

A case in point is the export of the Fowler B5 road loco formerly owned by Johan van der Hoven. This engine is, as far as we know, the sole survivor of those used during the Boer War and represents an early experiment in the use of mechanised transport by an armed force. It therefore occupies an important place in South Africa's history as well as in military history generally.

In recent years South Africa has lost, through export, several unique machines: for example, the Foden Sun tractor and, only this year, the Marshall colonial tractor from Colenso. To say that the chances of engines such as these every being restored in South Africa are virtually nil is simply not true. True, restoration of any machine is not a cheap proposition and the local collector may not have the financial resources of his overseas counterpart. However, as the exhibits at Clocolan and other shows prove, the South African restorer is a skilled, enterprising and adept individual, well able to overcome these difficulties.

As you are aware, my particular interest is in steam preservation and I am concerned that the export trade of road steam machines has significantly reduced what was not a very great population to begin with. There are no more than half a dozen engines in this country in working order, plus a few portables, and only a handful of other engines in private hands which have a chance of being restored. I am aware that there are a number of public collections (for example, the James Hall Transport Museum collection) but in the foreseeable future it is unlikely that any items would be released to private collectors.

I believe that my views are shared by a number of vintage tractor and engine enthusiasts. The South African Vintage Tractor and Engine Club has a clearly defined policy on the export of machines. I consider that the time has now come for this policy to be adopted by National Government and for some controls to be placed on movement of historic machines across the country's borders.

Yours sincerely,
S. A. M. Hewett

Editor's Response: Thanks, Sam for your open and forthright letter. It is a contentious issue which is why I raised it.

Whilst I think you make some valid points there are a few things I would take issue with. I do not know the circumstances of the other cases you mention but I can speak about the B5.

It is precisely because of it's Boer War history that it aroused so much interest in Britain – It's as much as part of their heritage as ours – to the extent that the Royal Engineers are, I believe, advising on aspects of the restoration.

I stated that the chances of restoration (of the B5) in S.A. were virtually nil – this was not a general comment or a reflection on S.A. restorers. However knowing the circumstances and the condition I stand by my statement. I am reliably informed that restoration costs will run out at approx 50,000 pounds.

The loco is already in the hands of professional restorers and a target date of May 1997 has been set for completion.

I for one will obtain more pleasure from seeing pictures of 8894 in steam than from having the dubious privilege of inspecting a derelict hulk.

In general the occasional export balanced, perhaps by some imports will not harm the tractor movement.

There are some parties concentrating on one make and exporting them wholesale. They are not collectors and have possibly never heard of the Club. This is not desirable but how can it be discouraged?

I personally feel there is already too much legislation controlling our lives. A ban on cross border movements could benefit the scrap-man more than anyone else.

Is there not perhaps a case for the Club to become more active in raising funds and sponsorship to preserve and restore unique articles where individuals do not have the required resources?

Editor

Posbus 1090
Suid-Afriku 9500
Dear Editor,

Having recently joined as a subscriber to "Die Veteraan Boer", I would like to use this opportunity to compliment you on a very neat and interesting magazine, which makes very interesting reading. My father also comes from an age where he had to harvest on a contract basis (on behalf of Grandpa) for farmers everywhere in the Western Cape some forty years ago.

Machinery used consisted of a Lanz Bulldog tractor and rather irksome harvesters. Similar machines are on display at the Kleinplasie Lewende Opelugmuseum in Worcester.

Some 20-25 years ago, we came across a farmer between Malgas and Cape Infanta (Southern Cape Coast near Bredasdorp & Swellendam) who used a similar set up. (This man's son, John Kemp, actually did his National Service with me in 1980 at Potchefstroom. Quite a coincidence.) My father took out his Super 8mm movie camera and did a lovely bit of footage which should be put on video for museum purposes. I am forwarding a copy of this letter together with the Winter edition to my father.

Thank you kindly,
Pieter Louw

Many thanks, Pieter, for your letter. Please do consider putting the film on video for posterity – such scenes are beyond value.

PO Box 173
WOLMARANSSTAD 2630
Dear Chris,

Thank you for your note of 26 September 1996 which is indeed much appreciated.

Many people think I am nuts for having made such a trip but I still maintain that it was much less strenuous than driving to Cape Town and back by car. I enjoyed it so much that I am already planning to do it again next year with two different tractors - the Moline I had at Bothaville and a John Deere 70 which I acquired recently. I also plan to have a bit more publicity under the banner of the North West branch – not for personal fame but for the sake of the Vintage movement. Any ideas from your side in this respect will be much appreciated.

If overseas or local people ever enquire from you about participating or joining me on the trip or need advice from me to plan their own trip they would be most welcome. A trip with participants would be much more fun and memorable.

With regards to articles you may rest assured that I will certainly keep up contributing in my personal capacity. Activities have been quiet since Bothaville and the North West's program only starts off in January again with a meeting planned for 18 or 25 January 1997 of which you will be informed in good time.

Some months ago I attended a sale where no less than thirteen running Oliver tractors and an unknown number of Oliver ploughs, both shear and disc, were on sale. There was a variety of Oliver tractor carcasses which were bought up by a scrap dealer. The ploughs, all serviceable, fetched between R280 and R350. The auction went slow and my time ran out which prevented me from witnessing the sale of the tractors, which I later learnt from the only other Vintage Tractor Club member who attended the sale, fetched between R1 800 and R3 000. My photography on this day was not at its best but I nevertheless enclose the photos I had taken of the ploughs and tractors.

Restoration of John Deere tractors tower above all other makes which is understandable but I still find it a tragedy that some of the other makes are so sorely neglected and will thus in time disappear from the scene. As I always say, all of us cannot have John Deeres – some must have TRACTORS!

Kind regards,
Yours sincerely,
Nic Vallentgoed

