INOLOGY

Another area where American agriculture seems to be leading the world is precision farming. On display were a host of machines which can link into a satellite positioning system to vary seed rates or fertilizer and chemical applications. It may even be possible soon to select areas which need sub-surface cultivation. With a machine such as the Sunflower Disc Ripper combination, the ripper depth could be automatically controlled to alleviate compaction according to a GPS map.

For visitors who were tired of all the technology, there was a comprehensive and interesting display of vintage tractors.

Nickolas Hunt is an international agricultural consultant based in the United Kingdom. His telephone number is +44 1985 844229.

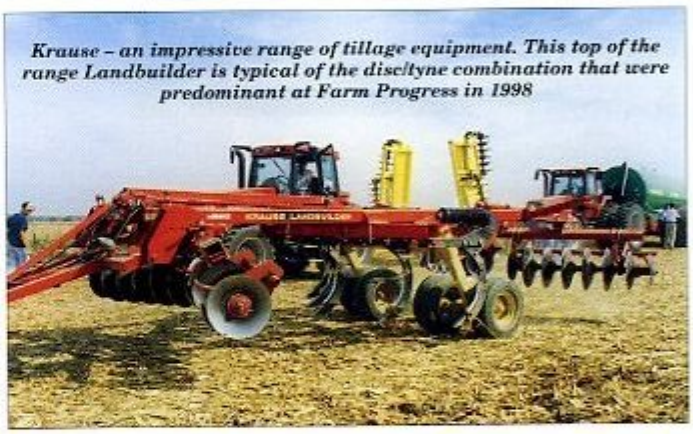


Great Plains were one of the companies that specialised in Natal drilling. The planters virtually follow the combine and plant directly into the maize stubble. Advantages are no wind erosion and excellent moisture retention. Our close-up photograph shows what the trash clearers and furrow openers look like

The dependency on chemicals in the United States means that rapid chemical deployment is at the forefront of the technology programme. These two pictures show what is waiting for the farmer who has his cheque book out

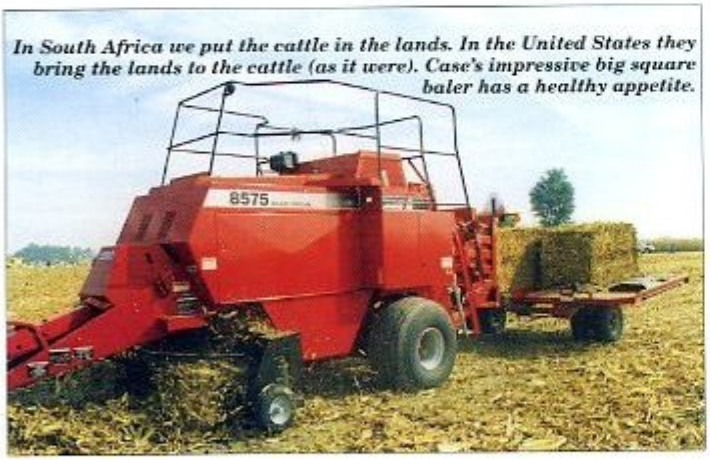






Krause – an impressive range of tillage equipment. This top of the range Landbuilder is typical of the disc/tyne combination that were predominant at Farm Progress in 1998

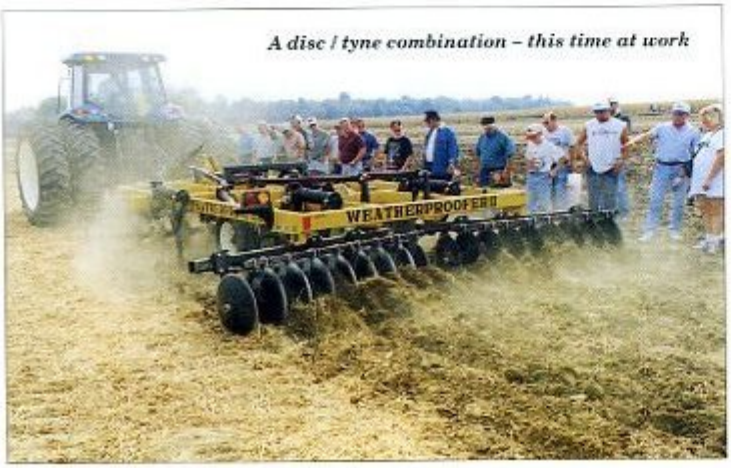
In South Africa we put the cattle in the lands. In the United States they bring the lands to the cattle (as it were). Case's impressive big square baler has a healthy appetite.





The local volunteer fire & emergency service was on hand and keeping an eye on things at all times. We enjoyed their mission statement "We walk where the devil dances"

A disc / tyne combination – this time at work



Old timers were also there standing patiently in line



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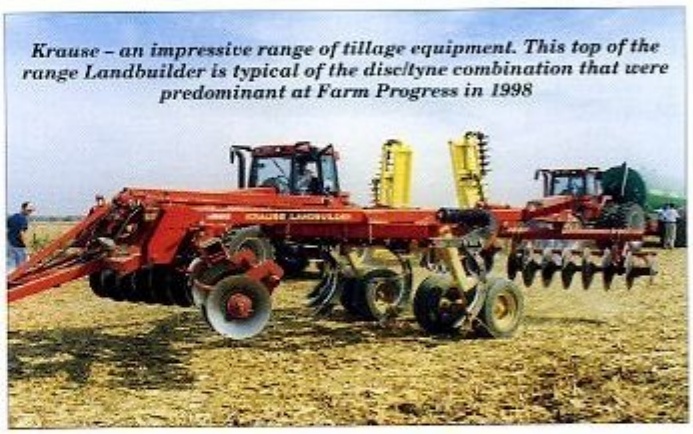


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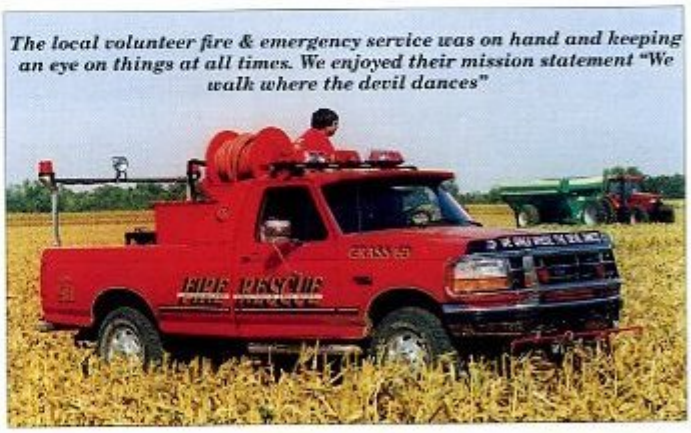




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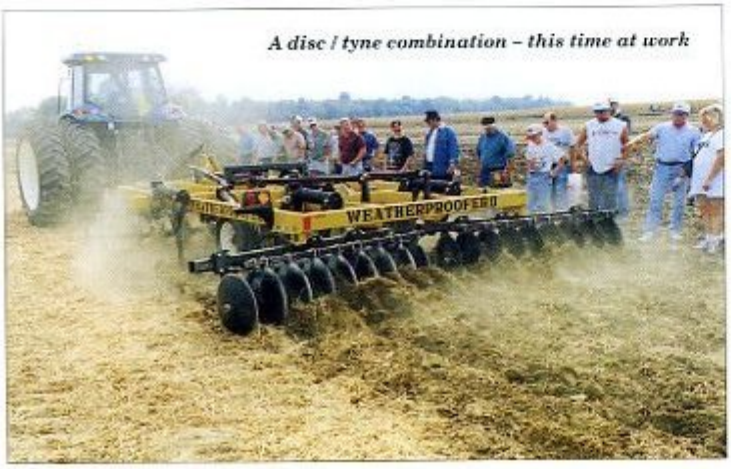
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TECHNICAL TIPS

TIPS ON HOW TO PERMANENTLY MOUNT A LARGE STATIONARY ENGINE

As described by Deon Bouwer when installing National Engine OBSE No. 72591.

The serial number of this unit appeared to suggest that we should restore the engine by 25.7.91.

Below is a series of photos that explains the revolutionary way in which we cast engine foundations very successfully and very easily using about one third of the concrete required for a "traditional" engine foundation.

This engine has now been running for seven years and it is working very hard powering an 18 kVA A.V.K. alternator, and it has not moved at all on the foundation.

The engine is a 1955, 22HP National – built by J.H. McLaren of Leeds. One of the last engines of this type to be built.

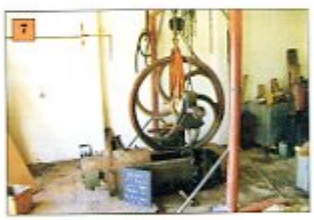
1. As first viewed in February 1991 in the shed.
2. First view of the engine shaft side.
3. Flywheel side of the engine. Note the starting handle – one on each side apparently just as laid down several years ago when last used.
4. We have learned over the years to "strike while the iron is hot". Dismantling begins.
5. Engine and alternator loaded and away to its new home at The Old Engine Preservation Section of The Rand Society of Model Engineers at Len Rutter Park, Roodepoort, Johannesburg.
6. The engine bed has arrived and had a wash down with degreaser. Note the other arrival – an aircooled Petter.
7. The position of the engine bed is decided upon and the height of the crankshaft as shown in this photo. Concrete floor is on bedrock therefore no excavation has been contemplated.
8. Height and position determined now building support – bedstead without additional bracing etc.
9. Shuttering has now been built around the engine bed support and plenty of steel reinforcing built in.
10. Over $2m^3$ of 20 mpa concrete is poured and vibrated. Holding down bolts cast in and bed grouted at the same time.
11. The finished plinth and engine bed treated with two pack epoxy filler.
12. Engine bed is finished, painted and ready to receive crankshaft and cylinder.
13. And superstitions of the thirteenth photo were nullified on 25-7-91 when 72591 started first time.
14. After restoration.

Deon Bouwer
Tel: 082 784 8511



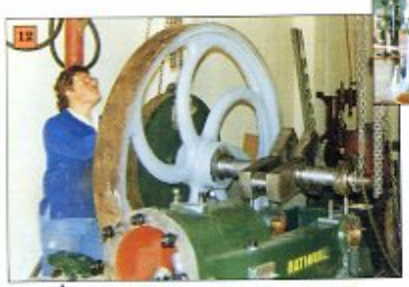
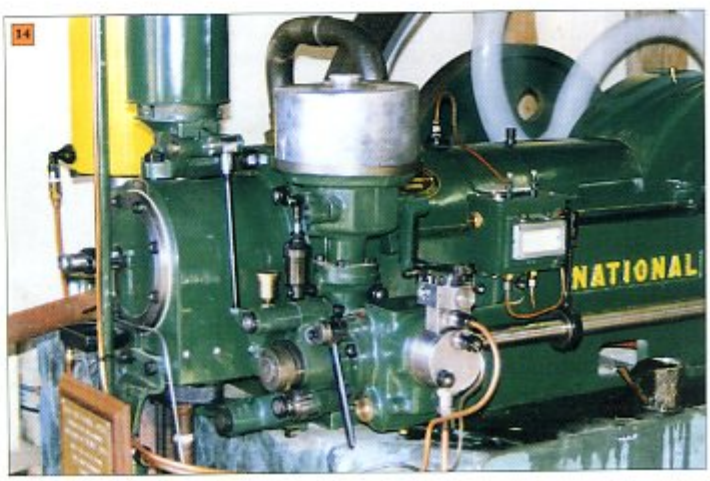




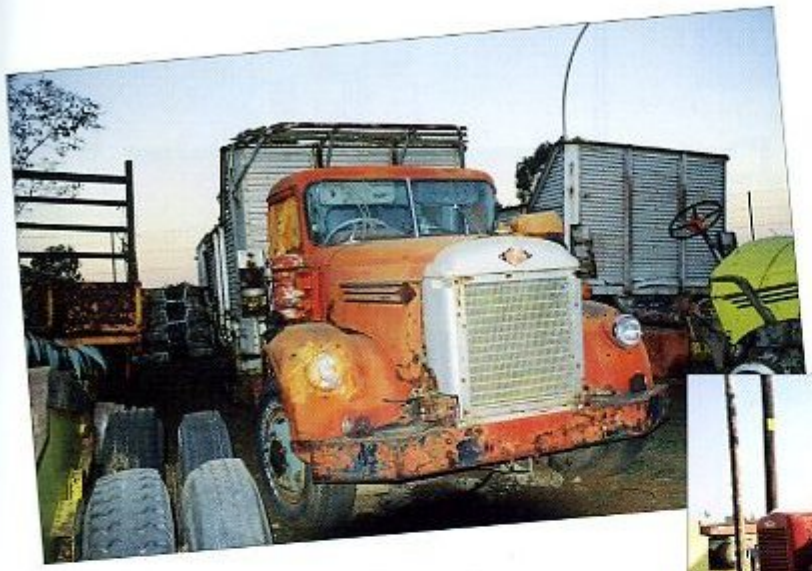






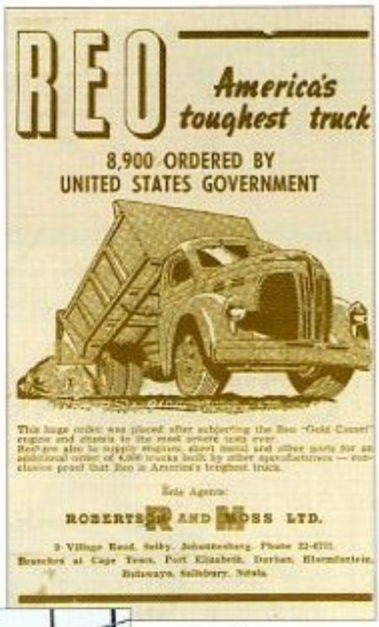



Vintage & Classic Commercial Vehicles



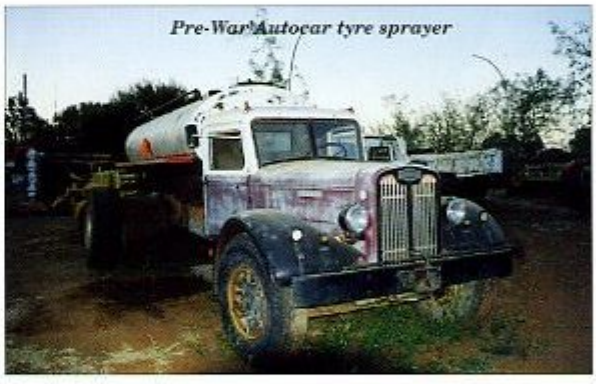


South African Transport Services Diamond T with Cummins engine and characteristic aluminium general purpose cargo body



Who remembers Reo? – a name revered in commercial vehicles 50 years ago

Every now and again The Veteran Farmer comes across something particularly exciting. We are accustomed to meeting collectors with their pristine collections but when we met Zach van Staden and his brother Dave recently, it was a different story. These men had looked after construction equipment going back to the 1930's which had been maintained in a totally useable condition. Rather than fight the never ending inflationary costs of capital equipment which has in recent years been aggravated by the slide of the Rand against overseas currencies like the US Dollar, they have cherished their old equipment. Many of these items had been purchased in the past on auctions such as those held by the South African Railways regularly. Due to their mechanical skills, they were able to rebuild, refurbish and put back to work Diamond T's, Reo's, Autocar's and other famous makes of equipment. North American equipment is predominant and this reflects the strength of the American involvement in the South African heavy vehicle market in the early to mid part of the Century.



Pre-War Autocar tyre sprayer

Due to a general reduction in construction work from the Public sector, Zach is prepared to consider selling some of these items to collectors. He can be contacted on telephone number +27 (0)51-441 8709.



From left to right: Ralph (who remembers those trucks?), Diamond T, Kenworth and International

OLD BUILDINGS

Our readers have been slow in coming forward for this edition. Many of you undoubtedly live in interesting old houses or go past interesting old Municipal offices or other buildings every day of your lives. Pull that camera out and send us photographs. These buildings are where we were born – where we were raised and they are forever imprinted on our memories.

This old farmhouse survives in the Eastern Cape not far from East London.



Children's Gallery

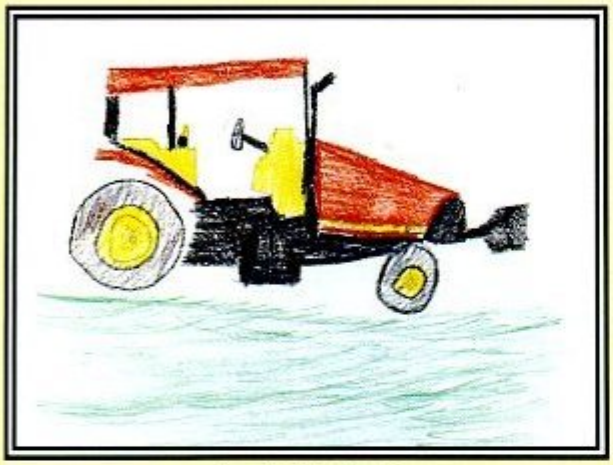


Jurie Swart Age 6

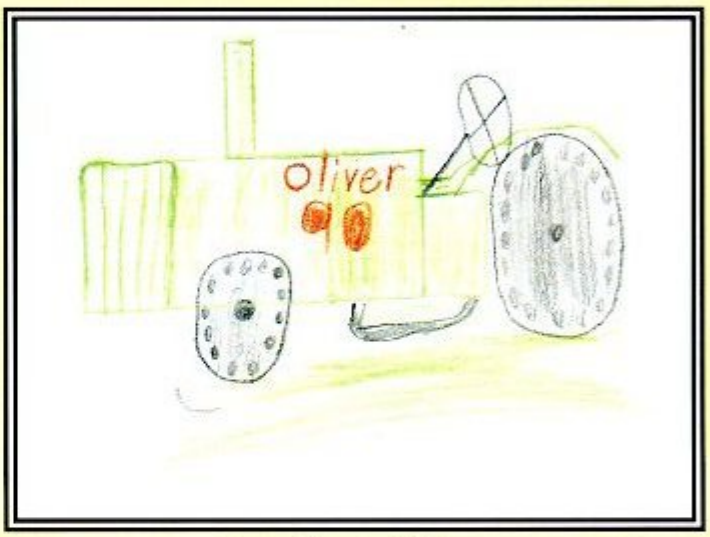
CLAIM YOUR PRIZES

We have decided to award prizes to every child whose drawing appears. Could all parents please communicate with Mrs Kathy Lotter on 011 799 7421 and advise their address so that prizes can be despatched.

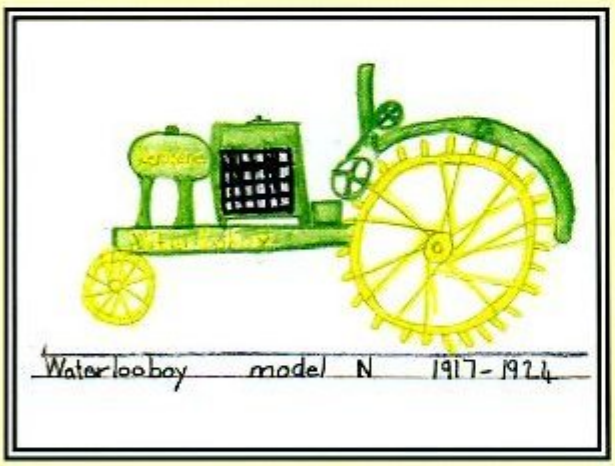




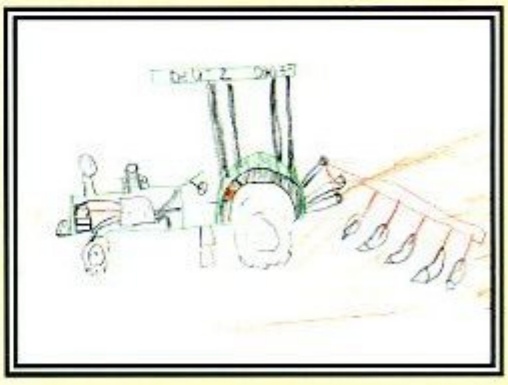
Gareth Allen Age 10



Armand Marx Age Unknown



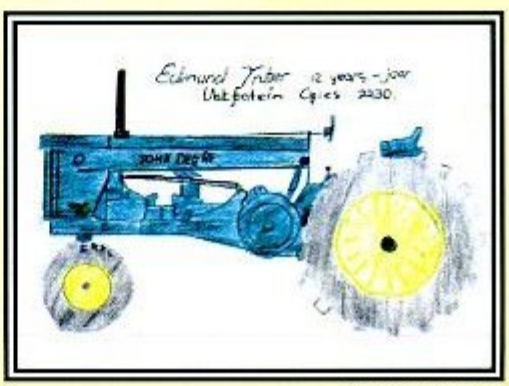
Jason Blick Age 11



Chris Botha Age 7



Tanya Capper Age 9

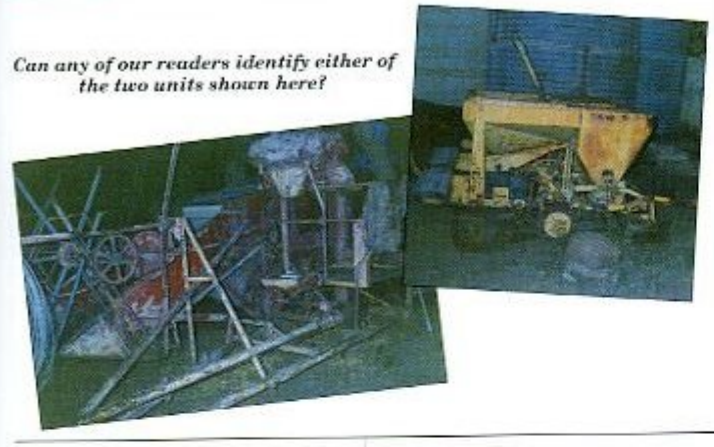


Edmund Truter Age 12

What is it?

Our What is it? column is growing in popularity. However, we would like more expert advice on what these things are. In some cases the Editor of this magazine genuinely does not know what these items are. The pictures often arrive without explanation.

Can any of our readers identify either of the two units shown here?



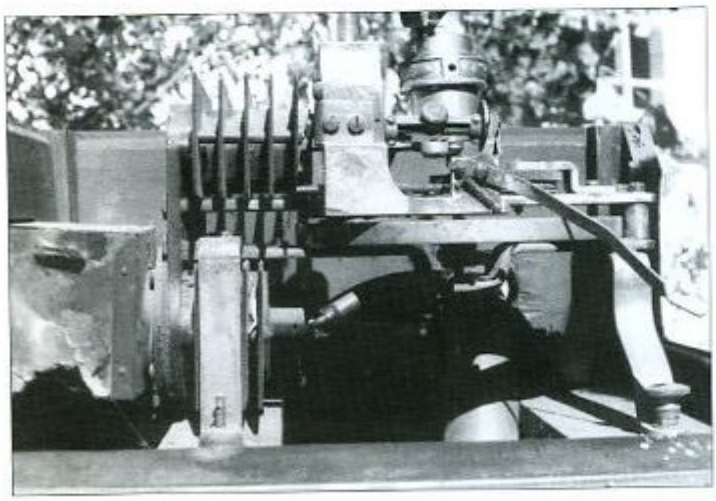
They are still out there – but what are they?







What is it?



Arthur Prescott wondered if any of our readers could help him identify this machine? As you can see, there is a finned cylinder and on the extreme left a dilapidated box made of mica. He says it must be a hot air engine of some kind. We would be grateful if any of our readers could throw some light on this machine.

What is it? Letters

Thanks to those readers who have contributed to the previous What is it? questions. Here are some replies.

Coteswick Farm, 241 Cotes Road, Barrow upon Soar
Loughborough, Leicestershire, LE12 8JR, UK

Dear Editor

I hope this reaches you in time for the next edition. I have been trying to find out more about Evert du Plessis' Crawler on page 43 of Issue No. 12. Nothing, unless it is the German Blank Crawler that was built for sale to small third world farmers, however my Blank tractor photos show solid disk wheels on the tracks and I haven't a photo of the third world model. I would be very interested to hear more of Evert's tractor.

In contrast, Robert Cole's tractor on page 40 is easy. This is an airborne bulldozer, the Clark CA-1 'Clarkair'. These were used by allied airborne forces with delivery by parachute or more usually glider. A gruesome sidenote, according to one source, the drivers first job in the event of a very bad landing was to bury the pilot! There were also instructions for disabling the machine if capture was imminent. They were also used with a 2 cuyd hydraulic carry all scraper especially in Burma when they were used by the Chindits for airstrip construction. These machines were considered to be expendable and few survived wartime service. A number of store were sold off post war including about 200 to the British Forestry Commission, the total build was about 1100. Briefly, specification was 28 hp 4cyl Waukesha FC-113 petrol engine, 4 speed gearbox with reverser, clutch and steering and often a reversible winch at the back. Post war the design was improved and sold by a company that became the American Tractor Corporation who built the TerraTrac Crawler that was later taken over by Case as their Crawler line.

The combine at the top of the page looks like a Massey Ferguson 780S, having just spend a nerve wracking 10 days driving a neighbours 788 in about the same condition, I offer my sympathy to the driver, he needs it.

Yours faithfully
Robert Moorhouse

And some readers still remain confused?

PO Box 357, Gatton,
Queensland, Australia, 4343

Dear Chris

I currently hold the position of Vice President of the Gatton & District Historical Society in Queensland, and on behalf of this organisation, thank you for the complimentary copy of your magazine received a few weeks ago (Summer '98 Issue 11).

With reference to your illustration of a typical wartime kitchen on page 31, and in particular to the mention of a flour sifter, I would like to add the following thoughts.

I was born in Durban, and during the Second World War (Nazism versus Civilisation), we in South Africa were very short of most commodities including food. In order to assist in this regard, all flour was sold for the duration as unprocessed, and we had "brown bread" or wholemeal as we know it today.

If you felt like baking your own, and preferred a white loaf, you could sift your own flour for this purpose, provided this activity was restricted to the domestic arena. I do not remember sifters being considered illegal for home use, in fact during woodwork classes at School, we used to make them as projects for our parents – every home had one.

After the War was over, the rationing of food, petrol, clothing etc was progressively relaxed as supplied returned to normal again. To my knowledge this was a case of supply and demand, in fact more a case of supply rather than demand.

I am really interested in Bob North's article from my own point of view. As a kid, I was very friendly with a guy called MAX NORTH could they be related? I sure would like to know if Max is still around. In late years, he became deeply involved in international cricket activities.

Thanks for a great magazine.
Yours sincerely
Keith Orphan

Letters to the Editor

Kingswood College
Grahamstown
6139

Dear Editor

I have started fixing our old Fordson Crawler. It is a Fordson Super Major and it has a Bray angle dozer on it.

I think we got it about three or four years ago. It was running when we got it but we haven't run it since.

Iwi (my black friend) and I pulled it out of the yard recently.

When we got to the workshop, we removed the bonnet. I have never seen so much dirt on an engine. There was a layer of dirt about 2cm thick all the way round.

Iwi and I cleaned it with diesel and scraped it until it looked respectable. Then we checked everything and found the gearbox was full of water. So, we drained about 30 litres out of that and replaced a fuel pipe and then gave it a pull. It started quite easily considering it had been lying outside for so long. As soon as I lifted the blade a pipe burst and covered Iwi with hydraulic oil. That was funny.

I got off the tractor to have a look around only to find oil pouring from the pully on the crankshaft. So Dad said, "Just take that pully off". Well the next week when I went back to school we still hadn't got it off.

While I was at home for half-term, I redid the starter motor and put new hydraulic pipes on.

All I know about the Super Majors is that they made them from 1960 to 1964 and that they were the last of the Major range to be produced. It had 53,7hp and my one has a Bray Dozer. I think it is a county conversion.

My friend Iwi is the same age as me (14) and we have been friends for a few years. He is very mechanically minded and loves being in the workshop, and getting tractors going, and also I am teaching him to drive. He also loves tractors and anything mechanical, so we get along well together.

Yours faithfully

Greg Elliott



Left to right: Greg, Iwe and Mandise with the Fordson Crawler



It's all go on the farm Rockliffe, near East London. Vintage tractors and earth moving machines go about their business alongside modern equipment. Here Mandise (left) and Iwe (right) are demonstrating a Vaaljapie with the ripper

21 South Seas
Box 128
Port Alfred
6170

Dear Sir

Some while ago, I received a complimentary copy of The Veteran Farmer, and enjoyed reading it, so I would like to subscribe to the magazine.

I am very attached to my old machines. I am enclosing photographs if you would like to put them in your magazine.

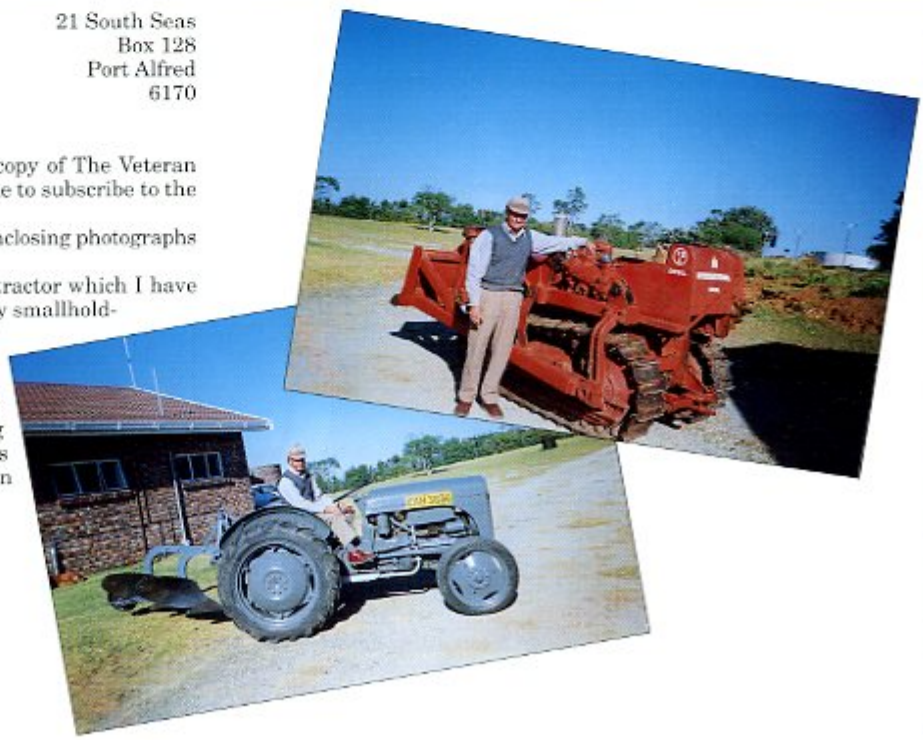
I have a 1954 Ferguson TED petrol/paraffin tractor which I have had from new and it is still working for me on my smallholding. I also have a 1953 model International TD6 Crawler tractor with Bulldozer attachment. This has been an incredible machine, it has been owner driven, and is still in good condition. I still do work for neighbours cleaning and making dams etc., it has 8,860 hours on the clock. It is good that your magazine focuses attention on these old faithfuls.

I farm with a few sheep on my smallholding.

Best wishes for the future.

Yours sincerely

Charles Randall



The Massey Harris Kilmarnock factory was closed recently. John Caldwell has provided this history on the factory.

Mr J Caldwell
Kelk Cottage, By Kilmarnock
Scotland, KA2 0BG
United Kingdom
Tel: +44 1563 525269

Dear Chris

I received your request to clarify the status of the Kilmarnock Massey Ferguson factory. Some years ago part of it was demolished and the remaining part was completely refurbished to be used as a distribution warehouse for Sports Division, a sports goods supplier.

It has now been announced that they have been taken over by JJB Sports and the factory is to be closed. This is causing much consternation locally. I enclose a copy of a brief history of the factory which I wrote some time ago for a newsletter.

I hope your readers will find it interesting.

Yours sincerely

John Caldwell

Aerial view of Kilmarnock factory taken in the 1950's

John Caldwell's farm



A line-up of Massey Tractors outside the Kilmarnock Factory

MASSEY HARRIS KILMARNOCK

The Kilmarnock factory was built on Moorfield Industrial Estate. This project was part of a Government strategy to bring new industry into the regions. With the Post War shortages of material and other resources, the Government could also direct firms like M-H to sites where the space and labour was available. It is worth recording that John Deere expressed a desire to set up a factory at East Kilbride. Their request was turned down because the materials required for their production could not be made available.

They first went into production in 1948 building the 726 combine and the 744PD tractor. The official opening took place in 1949. The combine was a development of the North America 26. The 7 was added to the model name to denote made in UK. Similarly the 744PD tractor was a development of the 44k from US with a British made Perkins P6 diesel engine. Large numbers of tractors were shipped to the ill fated ground nut scheme in Africa. The 744 tractor was superceded by the 745 which was powered by a Perkins L4 engine. The next combine was the 780 which was produced in large numbers over several years by the 2000 work force.

In 1956 M-H merged with Ferguson to become Massey-Harris-Ferguson, after a short period it adopted the current name of Massey-Ferguson.

After the merger Massey tractor production was phased out in favour of the Ferguson models which were produced at Coventry. Combine production continued with the 780 and its later development the 788. A new small combine the 735 was also produced for some years.

Up until 1960 M-F combines were by far the most numerous in the UK. Continental manufacturers mainly Claas & Claeyson (New Holland) were introducing higher capacity machines which could out perform the M-F 788. To meet this competition M-F introduced the 400, 500 and 600 ranges. These were adapted North American machines which did not suit UK conditions very well. The demand for the new machines declined and together with the advent of other larger capacity machines on the market M-F had to rationalise. Combine production was transferred from Kilmarnock to France in 1975.

Also produced at Kilmarnock was the 701 baler. This was not a very successful machine but the later more compact machine the 703 was produced in numbers and sold well.

After the merger with Ferguson several machines from that range were produced in the Kilmarnock factory. These included Ferguson trailers, muck spreaders, mowers and various other accessories such as pick up hitches.

The factory was finally closed in 1980. Some of the workers were transferred to the tractor factory at Coventry.

In 1996 at the 150th anniversary of MH Ayrshire Vintage Tractor & Machinery Club featured MH at their rally.

In addition with the consent of the present owner of the factory, Sports Division, they displayed Kilmarnock made tractors and machinery on the site before driving them to the rally site at Irvine.

We are grateful to John Farnsworth for supplying us with some pictures of these lesser known (in S.A.) Massey Harris products.





Massey-Harris Governor Pulley for regulating speed of a driven machine from a stationary engine



Massey-Harris Sledge

M-H Grub Buster Plough



Self-propelled corn (maize) picker





Massey Harris Bicycle

Letters to the Editor

FIELD MARSHALL TRACTOR CLUB



Dear Chris

I have studied my build sheet on the MP6 located in SA, namely serial number 6740184 and list below the details.

Marshall MP6 no. 6740184
Date despatched: 19/1/61
Customer: Triple Jay, South Africa
Extra Equipment: Long wheel studs, foot throttle, hour recorder,
Power take off. Tyres 18x25 12 ply rear and 750x18 4 ply fronts.

It would appear by the build register this tractor was supplied with wheels and tyres to Triple Jay when new. There is no record of industrial specification and would have probably been issued with agricultural pattern tread.

It was not uncommon for Marshalls to distribute tractors overseas without wheels, these would have been installed by the distributor in the area of shipping and manufactured by a company within that country. One has to consider the possibility that the wheels could have been swapped during the tractors working life as I cannot recall an MP6 receiving industrial pattern tyres.

I have included a few copies from my archives that list the specification of wheels and tyres.

I am pleased to hear that Marshalls still remain popular in South Africa, please keep us informed of any development.

Yours sincerely
Peter Anderson



Note optional overseas spec rear wheels.
Editor

The Editor
The Veteran Farmer
P.O. Box 17261
Dalpark Ext. 6
Brakpan 1541
South Africa.

Dear Chris

I have just received by mail, a complimentary copy of 'The Veteran Farmer' Issue No.12. It came from your Australian Representative Greg McNeice of Rally Badges in Mitcham,Victoria.

Again, my friend Greg has unwittingly created blissful chaos in our household! He manages to do this several times a year.

You see, Greg supplies me with books which quench my thirst for knowledge and history on steam portable and traction engines, vintage tractors and stationary engines. Each time I receive an order from Greg, all other activities cease until I have satisfied my curiosity on a particular steam engine, tractor or engine.

Such is the case tonight as I sit with the remnants of our evening meal pushed aside, dishes waiting, oblivious to all around me while I read my surprise copy of 'The Veteran Farmer' from cover to cover.

Congratulations on an excellent publication!

It is interesting, diverse and informative. Importantly, you have had the foresight to include a section of interest to children, our next generation of restorers and preservers of historical and unique machinery.

Sincerely,

Kathie Keech.
75 Beulah Street
Gunnedah. N.S.W. 2380
Australia.
July 28th, 1998

Thanks, Kathy, we know the feeling. We appreciate your comments.
Australian readers please note: We offer a subscription service in Australia. Mail a cheque for $ 25.00 to Roger Capper (refer inside back cover for address details), and you will receive your copy every quarter.
Editor

4 Brentor Road, Mary Tavy, Tavistock
Devon PL19 9PY, U.K.

McLAREN

Dear Sir

Please can I ask for your readers help in my delvings into the history and products of J.H. McLaren Ltd. Engineers, Leeds. Serving my apprenticeship with that company, both in the Midland and Airedale Works, and having two diesel engines under restoration, I worked on during that period.

Looking through the works list of steam engines, I can only find nine engines with shipping details for South Africa, but there are over 130 engines shown as "exported" but no details. These nine are as under:-

Works No.	Ex Works.	Type
733	5-1902	10NHP Heavy Haulage Engine with Crane
734	6-1902	10NHP Heavy Haulage Engine with Crane
736	11-1902	10NHP Comp. Heavy Haulage Engine
737	8-1902	10NHP Comp. Heavy Haulage Engine
738	12-1902	10NHP Comp. Heavy Haulage Engine
760	12-1902	8NHP Comp. Traction Engine
767	4-1903	8NHP Comp. Traction Engine
1471	–	8NHP Comp. Traction Engine
1870	1-1938	8NHP Comp. Road Engine with Crane

1870 was the last steam engine built by McLaren, production by then being of diesel engines and conversion of steam products to diesel power.

I have a reasonable selection of McLaren catalogues etc. of both steam and diesel periods, and would like to exchange photocopies for any additional McLaren details with your readers. Though portable and semi-portable steam power appears in the works listing, I can find no details and anything would be welcome. Catalogues, spares / instruction books etc.

The enclosed photograph of a McLaren ploughing engine was taken in October this year at Preston Capes at the British Ploughing Championships where two McLaren steam ploughing engines and two Fowler engines converted to diesel power together with seven Fowler ploughing engines and the only remaining Howard ploughing engine. I have photographs of the following McLaren steam engines:- 60, 112, 547, 757, 1160, 1322, 1421, 1541, 1552, 1623, 1652, 1713 and four of the converted Fowler units modified by McLaren's.

Thank you again for this opportunity of contacting yours readers in South Africa.

Yours in anticipation, ***Brian Barrass***



Strowan
PO Box 174
Grahamstown
6140

Dear Chris

Just a few thoughts on the last issue of The Veteran Farmer.

Congratulations on putting together yet another first class publication of The Veteran Farmer enjoyed by many readers worldwide. We hope that you and your team will keep it up for many years in spite of all the problems encountered. You are doing a fine job.

The pictures in Issue No. 12 taken many years ago are of particular interest. But just how do you manage to spot so many items of interest when the pics are not top quality? Your ability to recognise so many items suggests to me that you could well have the name of "Old Hawkeye"! Refer to pic no 1 and I think you will agree that there are in fact two Wind Pumps on the left corner.

The collection of horse drawn vehicles auctioned not long ago are indeed magnificent. One wonders if there are any other collections like this in South Africa. We hope that they are all well kept under cover at all times as the weather soon takes it's toll on treasures like these. Even the humble old wagon perishes after a few years in the sun and rain. Is it well known that the wheels should all be rotated regularly?

The story of die Wes-Kaapenaars trek na Clocolan is well written and worth reading. It was an expedition well planned by enthusiasts who saw to it that there was a plentiful supply of meat as well as some liquid refreshment. Why do you think a Wine Producer was included in the party?? The main purpose of the strenuous undertaking was to raise funds for the Heart Foundation. Well done Kerels.

It is indeed great to know that many heavy pieces of iron have been collected for the attention of a dedicated team of professional restorers. We wish them well in their endeavours and look forward to hearing them rumble around the Sandstone Estates in April next year. We wish all these folk well and look forward to enjoying a remarkable display of working monsters put together some ninety years ago. The Great One Hundred will certainly be a spectacle to remember for a long time. Well done Crankers.

The short article on a tip from Whitty Boast on moving a gummed up engine is most interesting and useful. Surely there is room for more suggestions of this kind? It is indeed strange how many restorers revert to towing a poor sick old trekker in the hopes that all will soon drop into place. The result is far more likely to be a makulu smash-up. It would surely be necessary to remove the cylinder head and service the valves and remove the crank shaft before applying pressure to a piston? Remember also to get the cam followers free too. Another method of shifting an obstinate piston is to fix a grease nipple to a plug and reach for the grease gun which are probably not scarce in restorers work places. It may work. Plenty of good luck and patience is required to worry the blooming thing to move. Happy cranking.

Finally, a pat on the back for Boetie Hattingh for putting together very interesting snippets of various model trekkers. Well done Boetie.

Yours sincerely
Geoff Palmer



The Palmers of Grahamstown recently celebrated 150 years on the same farm. Baas Geoff in the centre, with Anne on his right, with their large family. Remember we are a people magazine as well and we love to hear about continuity of this type. Traction engine weren't even invented when the Palmers settled in the area – it makes you think!
Editor

P.O. Box 240,
Isando,
1600
Tel: (011) 974-1661
Fax: (011) 974-2198

Dear Sir

What is it?

I purchased this item (see photo) at the Midmar Museum Auction a few months ago. It was "fitted" to a modern insulated top opening chest so must presumably be an absorption cooling device.

If this is the case then:
– what is the handle for?
– where was the heat source placed – in the tunnel perhaps?
– what was the cooling medium?

Unfortunately the charge has been lost due to a leak.

Kind regards
Robert van Zyl



Weathertop Farm
Jagersvlakte Road
P.O. Box 41
Elgin 7180
Tel: (021) 859-2430

THE EDITOR
THE VETERAN FARMER
P.O.BOX 17261
DALPARK P/TG, BRAKPAN
1541

DEAR SIR,

WITH REFERENCE TO YOUR COMMENT ON PAGE 29 OF THE AUTUMN 1998 ISSUE, CONCERNING THE CONTROVERSIAL FOWLER BS ROAD LOCOS OF THE BOER WAR, I ENCLOSE A COPY OF A PHOTO FROM THE BOOK "THE BRITISH ARMY FROM OLD PHOTOGRAPHS" BY BORIS MOLLO, PUBLISHED BY DENT. THE ENGINE IN THE RIVER IS ONE OF THE BS'S, THE ONE IN THE FOREGROUND LOOKS MORE LIKE A BURRELL.

A BETTER COPY OF THE PHOTO MAY BE AVAILABLE FROM THE NATIONAL ARMY MUSEUM, ROYAL HOSPITAL ROAD, CHELSEA, LONDON SW3 4HT. IN THE BOOK'S ACKNOWLEDGEMENTS IS THE NAME OF MR JOHN HARDING OF THAT MUSEUM'S DEPARTMENT OF PHOTOGRAPHS, WHOM I KNEW WHILE SERVING IN THE BRITISH ARMY. IF HE STILL WORKS THERE HE MIGHT HELP.

THE ONLY OTHER TRANSPORT-RELATED PHOTO'S IN THE BOOK ARE ALSO ENCLOSED, INCLUDING THAT OF AN ARMOURED FOWLER 'LION'.

DOES ANYBODY KNOW WHERE THE PHOTO WAS TAKEN?

THIS MAY ALSO HELP TO ANSWER MR KEITH COLLETT'S QUESTION ON PAGE 45.

YOURS SINCERELY

ANDY SELF

Letters to the Editor

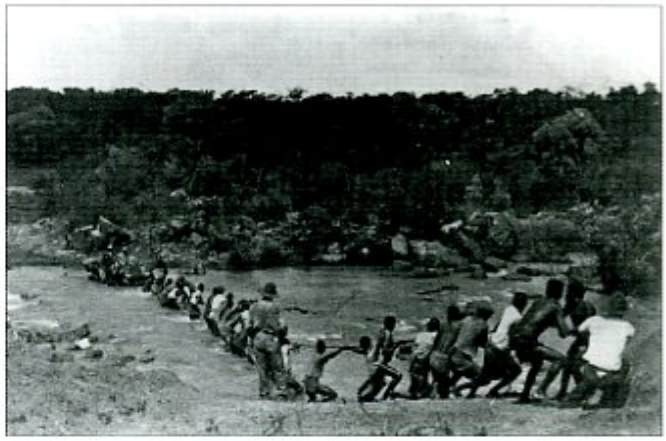
53 Steynsrunt Road
Somerset West 7130
Tel: 021 855 1978

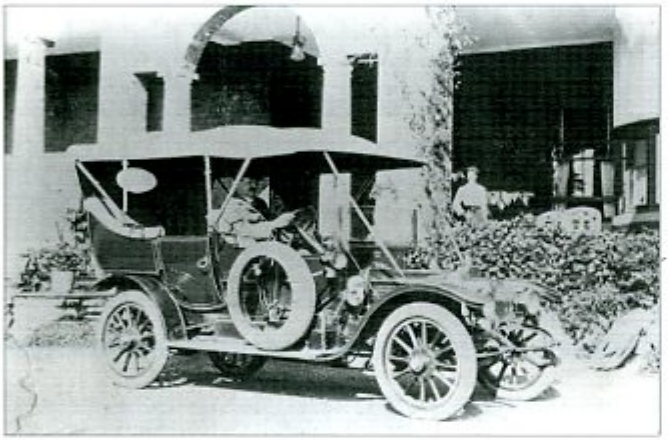
Dear Sir
Re: "Travelling in the Old Days", Page 2, Issue 13.
This article reminded me of some old photos I have.

My Grandfather, John Jolly and his car outside his house in Westcliff, Johannesburg. John Jolly, (16/12/1864 – 23/10/1936) moved from Grahamstown at the age of 21 to Johannesburg where he later became a director of Premier Diamond, Robinson Central Deep, Village Deep and Anglo Deep. He owned a chemist shop and had interests in various well-known Johannesburg businesses. He was also a big game hunter.

He left Johannesburg in 1912 and went farming near Grahamstown, farming citrus, cattle and sheep. After his death my father took over the farm and sold it in 1945.

Paul R. Jolly





Editor's Comment:
Thanks for the magnificent photos – your Grandfather sounds like quite a character. We wonder why he left all those presumably lucrative interests behind to go farming – perhaps he had a tax problem? It reminds us of the farmer's son who asked his father what would he do if he won a million pounds. The father went through the obvious answers such as buying a Rolls – moving to Bermuda etc, and then finished up – "Ag, you know what Son, I would probably carry on farming till it was all gone!".



Zoet Vley, P.O. Box 2188
Vryburg, 8600
Tel: 053972 ask for 2640

Dear Editor

I, an 87 year old farmer and my son do so enjoy your magazine. Some weeks ago I sent you a picture of a 62 year old Christy and Norris Disintegrator for which we were requiring spares. We have since found out that the successors to Christy and Norris of Chelmsford, are Christy/Hunt and their address is: Foxhills Industrial Estate, Scunthorpe, North Lincolnshire DN15 9QW, ENGLAND. They are able to supply wearing parts for all the machinery hitherto manufactured by Christy and Norris (established 1858). Indeed we of Zoet Vley have been able to get what we needed for our 62 year old machine. As these Christy and Norris machines are so very durable I feel sure that other subscribers, of yours, would be glad to know where to get spare parts.

I am enclosing another picture taken of this machine when it was new. This is a photograph of a snapshot, as indeed are all other pictures I am enclosing.

1 Power driven Cream Separator by R.A. Lister, Dursley, England. This was in use on Zoet Vley pre World War 2. The earliest cream separators, had two cans swinging into a horizontal plane from two opposed arms of a spinning vertical shaft. When the shaft or spindle came to rest the cans came to rest centrifugal force had separated the butterfat from the milk and the cream was easily skimmed off. It is believed that Lister was responsible for the development of the vertical spindle bowl cream separator, sometimes driven early on by a horse gear.

2 Howard Rotary How, about 1946. Also in operation on Zoet Vley.

3 4 A Twin City (Minneapolis-Moline) KTA, (Furnace Oil) Tractor, (as furnace oil was not available in South Africa we operated this machine on Power Paraffin. It had an adjustable manifold "FOR FUEL AND SEASON") bought new to us in 1936 from the firm G. North and Son, (the foremost supplier of quality farm machinery early on) in the early days this splendid machine was designated as being 19/21 Horse Power, but could easily out pull many modern tractors of double the claimed horsepower. It's four cylinder engine had a bore and stroke of 4 5/8 inches by 6 inches. It's Twin Disc clutch was so sensitive that the tractor could be inched forward or back. Later on we converted this machine to rubber (see picture 5). Once when breaking new ground for lands, a sudden heavy rain storm, saw the tractor and plough bogged down. I like many others including one of the Cockshutt Brothers, of Canadian plough building fame, believed that this tractor was in it's day the finest wheeled tractor to come out of America. It had all the qualities, power, durability, and economy of operation, required in a farm tractor.

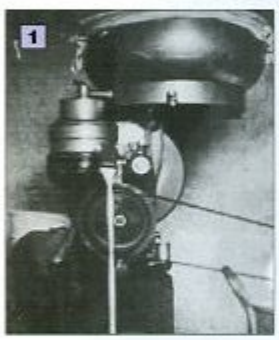
6 The BTD 20 International Bull Grader was originally intended for the ill fated East African Ground Nut Scheme. It was bought there by the Cape Provincial Council when the scheme failed, soon after the end of World War 2. I acquired it to clear bush, from a farmer who brought it up from Cape Town. It's Rolls Royce engine is still in fairly good condition, and the machine is still in working order, except for some vandalism caused by children. The picture shows it being used to lay a plastic water pipe some 18 inches or more below ground surface. A curved pipe was welded behind the centre ripper to do this.

7 Christy and Norris 22 inch Disintegrator, and like the Twin City tractor it was bought from Messrs. G. North and Son in 1936 (see above). The RPM of this size is 3,300.

In addition to the above, I have an operational but dismantled Ruston Hornsby 2 HR Compression Ignition Engine, but no photograph. Also an incomplete, dismantled Robey 6 Nominal HP portable steam engine.

Yours truly, ***J.G. Speedy***

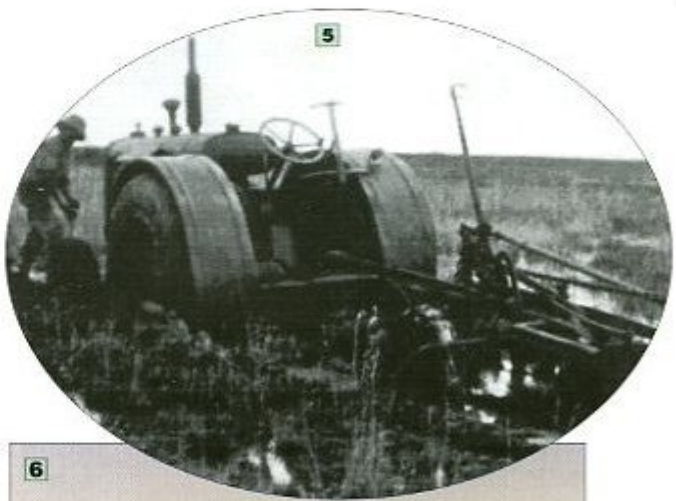
PS: I know where a disused Ruston Hornsby Suction Gas (Carbon Monoxide) engine is.















Letters to the Editor

P.O. Box 506, Potgietersrus, 0060
Tel: (015) 667 0147
Fax: (015) 667 0373

Dear Editor

1. On page 33, Boetie's Corner (The Veteran Farmer, issue no. 12) it is stated that the John Deere 720 Standard and general purpose (rowcrop) diesel tractors came with different engines. That is not correct.

2. All John Deere 720 diesel tractors before serial no. 7214900 including general purpose, standard and highcrop models used the same engines. Piston rings were the same as the model 70 diesel but the pistons, engine blocks and cylinder heads were different. The 720 diesel cranked out about 8-9 horse power more than the 70 diesel.

3. From serial no. 7214900, 720 diesel tractors (including general purpose, standard and hi-crop models) received several improvements, but horsepower ratings did not change. I list some of the most important differences.

(a) New pistons with taper front rings.
(b) New crankshaft with circlip groove for the timing gear.
(c) A new flywheel space and oilseal kit.
(d) A new cylinder head.
(e) A new first reduction gear cover with improved pulley brake (again changed at serial no. 7218700).
(f) A new steering wheel with coated spokes.
(g) A black dash instead of green and green generators instead of black.
(h) Sealed beam head lamps were introduced.
(i) Drag links were changed from flat to square. (General purpose, wide front).
(j) From serial no. 7222600 24 volt direct starting became available.

4. Early 720,820, 70 and 80 diesel tractors used the same piston rings and late 720, 730 820, 830 and 840 diesel tractors use the same piston rings. The late type pistons are the substitutes for the earlier ones.

5. Check your parts books.

6. My 720 and 730 diesels are the easiest starting tractors I know. Both electric and cranking engine starting. You must have a good starter and good batteries.

Yours sincerely
Gideon Malherbe

We have been in contact with Boetie Hattingh and he has a very rational explanation for the points raised by Gideon. We will publish Boetie's reply in the next edition of The Veteran Farmer.
Editor

Robert-Blum Str. 13
04416 Markkleeberg
GERMANY
Tel & Fax: 03 41 / 358 73 54

Dear Mr Wilson

As a member of the Bulldog Club in East Germany, I am writing this letter. I received The Veteran Farmer, a very interesting magazine of old tractors and steam engines.

We have mostly Lanz-Bulldogs – 60 members nearly 250 engines – all built before 1945, the oldest Lanz-Bulldog is from 1922.

I think in RSA many farmers are collectors of old tractors – do any of them speak German? Sorry if my English is bad. Before we united with West Germany we learnt Russian for forty years in school. Now I am 63 years and it is not so easy to learn a new language. My cousin lives in Cape Town and I went there three years ago – it was a nice holiday in that wonderful country, when I return everytime I hope to speak better English.

With best greetings to you and all the readers of your magazine
Hans-A. Hahn

We do have some German speaking readers – please feel free to write to Hans.
Editor



Members of the Board Lanz-Bulldog Club. I am second from the left.

Table Top Roadside,
Albury,
N.S.W. 2640
AUSTRALIA

Dear Chris

I have been reading a very interesting, issue no. 9, sent to the President of our Club. I am the Secretary of the "Border Steam & Oil Engine Club Inc." which has an annual rally each Easter at Leneva which is south of Wodonga, Victoria. It is very pleasing to see that you have ladies involved in The Veteran Farmer and no doubt they will become involved with the preservation of the mechanical heritage of South Africa. Your choice of articles is a credit to the Editor, keep up the variation and you should attract more subscribers.

I would like to become a subscriber. Can you supply back issues from No. 1? If so, kindly send me detsils of costs etc., a young magazine like yours I would like to have the full set.

Yours sincerely
C. Schroeter

3 Rayments Bungalows
Wimbish Green, Saffron Walden
Essex CB10 2XL, U.K.

Dear Editor

I have just read your Winter Edition and was pleasantly surprised to see the amount of coverage on Sentinel waggons, especially the article about Mr J H Erasmus. Even here there are very few drivers of these waggons left, although one of the waggons my husband has just rebuilt ran up until 1960 on the docks of Liverpool.

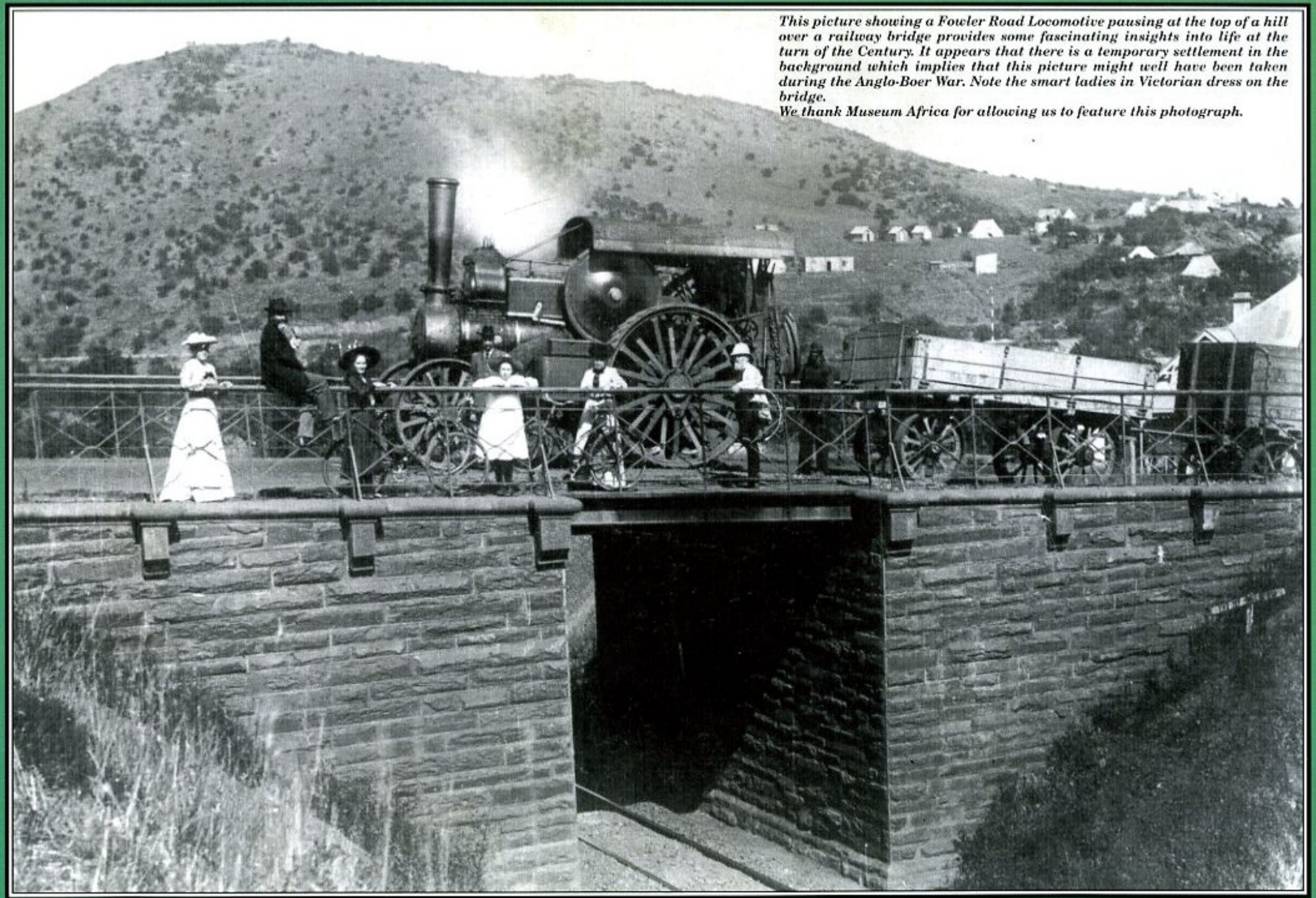
We own a Sentinel DG6 three way tipper on solid tyres – one of only three surviving in the UK. I do not know if there are any hidden away in SA. I am trying at present to find out all the information I can on Sentinel waggons still in existence in South Africa, as well as any photographs that are stored away in boxes. Your picture on page 11 of the Standard waggon was a sorry sight.

If any of your readers can help me with the above please contact me at the address given.

Whilst writing, if any of your readers are interested in Sentinels and wish to join the Sentinel Drivers Club (you do not have to own, drive or even have contact with one), they can contact me on the address above. I can also be faxed on +44 (0) 1223 890689.

Many thanks for an interesting magazine, it is also enabling me to refresh my Afrikaans.

Wumf Tuxworth



This picture showing a Fowler Road Locomotive pausing at the top of a hill over a railway bridge provides some fascinating insights into life at the turn of the Century. It appears that there is a temporary settlement in the background which implies that this picture might well have been taken during the Anglo-Boer War. Note the smart ladies in Victorian dress on the bridge.

We thank Museum Africa for allowing us to feature this photograph.