SEMONKONG LODGE



I was born and bred in the city of Durban – not the busiest metropolis in the world, but a city nevertheless. So it was with a fair amount of trepidation that we embarked on our journey into the mountain kingdom that is Lesotho; aptly nicknamed "the Kingdom in the sky." Lesotho, home of the rare spiral succulent Aloe Polyphylla and the Bearded Vulture, is truly breathtaking in its beauty. The Semonkong Lodge, nestled in the very heart of the mountains, has made itself an integral part of this natural splendour. We had been warned that the drive to the lodge from Maseru was an arduous trek up and down mountains on dirt roads – and soon understood the necessity for road signs of encouragement and assurance that the lodge was not far away. Indeed, as the signs of "civilisation" became less frequent, and the indications of rural life more prevalent, the journey seemed appropriate as a kind of "right of passage" – a cleansing of the soul that was essential before we could be free of city stresses and ready to experience the peace of Lesotho and Semonkong Lodge.



By Genevieve Dunnett

The lodge itself has just the right balance of civilisation and rustic elegance: electricity, showers and "rasta" cd's along with roaring fireplaces, waterfalls and not a telephone in sight. For those who are into "roughing it" (or like to believe they are!) there is a comfortable and well equipped backpackers cabin, which overlooks the lodge. For those who, like myself, are not entirely willing to give up all creature comforts, there are homely thatched rondavels, each with their own shower and toilet facilities. The pub and restaurant area, complete with pool table, provides a popular meeting place for both locals and guests. With Semonkong village just a stones throw away, Semonkong Lodge, situated right of the Maletsunyane River (the trout fishing is excellent!), is always bustling with activity as the Basotho people go about their daily lives. If you sit on the balcony outside the bar area you can look out onto the river and watch in fascination as the elegant Basotho's in their straw hats and blankets trot gracefully past on their ponies, followed by scuttling sheep, dogs, goats and donkeys. They are constantly transporting food and supplies (including generous amounts of beer!) from Semonkong to their villages which are sometimes days away. It occurred to me that there can be no better way to truly understand the harsh Basotho lifestyle than to be given this unique opportunity to observe their daily comings and goings.

There is something refreshing and enchanting about the Basotho people – their culture is one of friendliness and openness. It is customary and polite to greet all whom you pass... unlike us self-absorbed, preoccupied city creatures who spend our lives trying to block out and ignore the existence of the thousands of strangers who surround us. It is only once you go out into the mountains, be it by horseback or by foot, that you begin to understand how their culture developed. It is impossible to explain how very human you feel in the middle of the mountains... the sight of another person becomes a chance for communion: you cannot help but greet any stranger you pass in the midst of this mountain paradise as if to say – yes, I feel what you feel. And the feeling you get as you see the Maletsunyane falls – the second highest waterfall in the Southern hemisphere – is indescribable. From the lodge the falls are easily accessible by car, horse, or by foot. On horseback, the ride is a picturesque forty or so minutes. Once there, you can look out over a magnificent gorge and watch the waterfall as it crashes into the pool below. The sight is truly awe inspiring and, with a delicious picnic lunch supplied by the lodge kitchen, it is essential to spend a day up there just absorbing the beauty of it all. You can also take a leisurely two hour hike along the river from the lodge and view the waterfall from the top. This is not for the fainthearted! From where we were, it is so high, we felt compelled to crawl on our belly's to look down the incredible length of gushing water as it falls gracefully to the bottom. They say the pull of gravity from that height has an uncanny effect on some people... and that it's easy to succumb to its force (or that of some other force?) and follow the water to the bottom. As you look down, the water forms a rainbow like none I have ever seen.

The lodge provides horses and guides for those adventurers who are keen to enjoy their mountain scenery the way the local people do it – experience is not necessary as Basotho ponies are well-trained and grow up travelling through mountain terrain. Jonathan and Armelle Halse, your hosts at the lodge, have developed a strong relationship with both their immediate surrounding communities. There are numerous villages in the neighbouring mountains that are always ready and waiting to welcome guests from Semonkong lodge with beer and "papa" (the Basotho staple diet – made from mielies). We decided to ride to Ketane village and spend the night there. The ride is about six hours, and although our guide Shorty was an expert, it was impossible not to feel... hope, almost... that we were quite lost in the Mountain Kingdom: more alone and yet more content that we had ever thought possible. Somehow it didn't matter that we got caught in a hail storm, or that we were tired, or that there wouldn't be any hot running water. When we got to the village – armed with a soaked piece of paper containing a few rudimentary Basotho terms provided by Jonathan – city slickers and locals regarded one another with a strange mixture of warmth and curiosity. It was as though we had gone back in time. Yet there were uncanny reminders that civilisation did exist somewhere else: tiny children who had never seen a television, wore Nike takkies picked up somewhere or other; the chief's wife spoke perfect English and asked us to take a photograph of her and myself, showing us three grubby photographs sent by other travellers years before. We left Ketane village the next day with a strange mixture of envy: yearning for their uncomplicated lifestyle of simplicity and subsistence – and relief: remembering that we come from a world where there is electricity and television and cell phones.

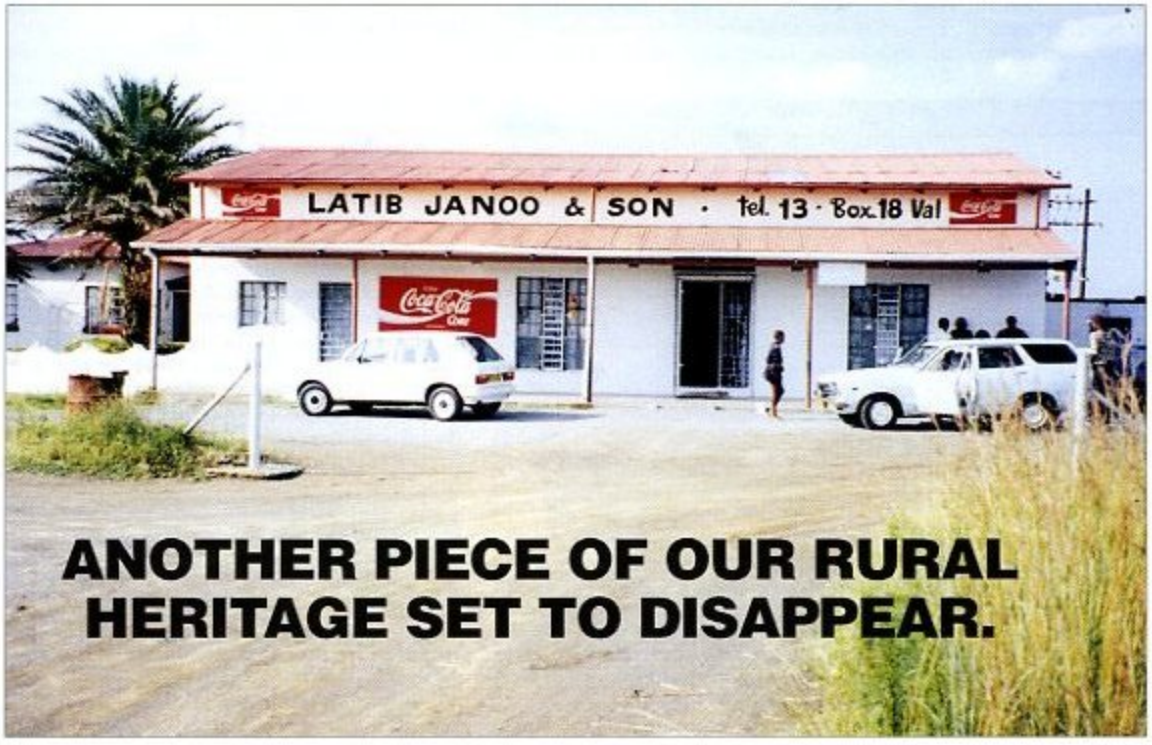
The week after we returned to Durban refreshed and at peace with ourselves. We posted the Chief's wife at Ketane a thank you letter, including the photograph of her and myself to be put among the other photographs she would display to travellers in the months to come. We also included a map of Africa, marking the Lesotho area and Durban... and a photograph of the sea – which she, blissfully lost in her mountain kingdom, will never know.

Should any of our readers wish to visit the Semonkong Lodge, their details are as follows:
Frasers Semonkong Lodge
c/o PO Box 243, Ficksburg, 9730
Tel / Fax: 051 933 3106





OLD BUILDINGS



Unexciting to look at but typical of so many stores playing a vital role in rural life.

Back in 1901 a young entrepreneur from Phoorbander in India endured a sea voyage to Lourenco Morques and a trek into the interior of the Transvaal to set up a trading business in the tiny settlement of Val, near Standerton. He started by hawking from the back of a donkey, then opened a store which was to last almost one hundred years.

Today Latib Janoo & Son serve the local community with courtesy, giving credit in the time honoured Africa tradition where applicable, being firm where necessary and serving as an "emergency supply" to those more affluent who generally do their shopping in the bigger towns. Janoo's is one of those old fashioned stores where anything from a "safety pin to a steam roller" may be purchased which once were found in every rural village throughout Africa. Pots, pans, tools, crockery, groceries, clothing, appliances, rolls of cloth, furniture are just a few of the items available. A sign proclaims "No smoking – fireworks sold here"

A piece of international history – Ghandi who was to become the great Indian leader was captured just outside Janoo's store and imprisoned at Val for a while. The Janoo family was asked to supply and prepare his meals during his confinement, as of course European food would not have been suitable.

However this piece of the South African scene will probably soon disappear for ever due to the ever real threat of crime. Hold-ups and break-ins have become a part of daily life, and Latib and his family are no longer prepared to live with the tension and danger that threatens them every day.



While not architecturally exciting, the Janoo family residence, built 38 years ago is neat and well cared for – what's the bet that when the business closes the house will be abandoned and stripped to a shell, showing the fate of so many rural homes as declining populations and farm mergers take their toll?

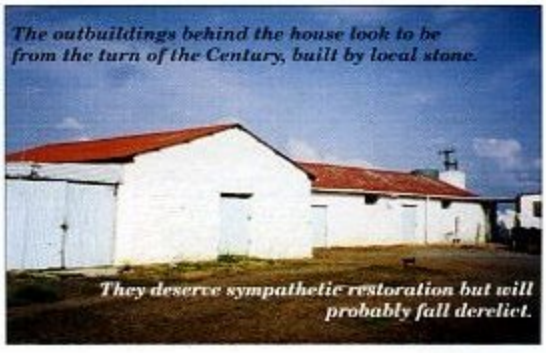
Val too is declining, although not without a struggle.

Like most rural communities the railway was its life blood and reason for existence. All incoming goods and outgoing produce for the surrounding area came through the station which, especially when the post office was on the platform, was a social gathering place. Now with the virtual demise of wagon load freight and abolition of stopping trains Val Station, together with thousands of others lies derelict while long block trains rumble through without stopping on their way to Johannesburg or the East. So begins a spiral of declining population as fewer goods and services are required and farmers are forced into travelling into the major centres for their needs.

Val has a surprisingly English heritage for that part of the world – may of the farms were owned by English families and this is perhaps typified by local farmer Dick Kerslake's efforts to keep the local cricket club going, and to generally keep the Val club as a social centre for the area. Long may it remain so! Many vintage tractor enthusiasts know the annual Val ploughing competition / cricket match as an extremely festive occasion!



"Safety pin to steam roller" – you name it, we got it!



The outbuildings behind the house look to be from the turn of the Century, built by local stone.

They deserve sympathetic restoration but will probably fall derelict.

MUSEUMS

WILLEM PRINSLOO AGRICULTURAL MUSEUM

Kaalfontein Farm (Witbank – Pretoria Road) Rayton
Enquiries and Bookings: Tel: (012) 734-4171/2 • Fax: (012) 734 4173
Opening hours: Monday – Sunday: 08:00 – 15:00

The Willem Prinsloo Agricultural Museum is situated on the farm Kaalfontein near Rayton (approximately 40 km east of Pretoria), turn off at Exit 27 on the Witbank Freeway (N4).

The museum has an exhibition centre where a large collection of old farming implements, tractors and vehicles of yesteryear are on display. There are new exhibitions on the history and development of agriculture from Stone Age times up to the 1940s.

The museum collects and preserves indigenous domesticated animals such as sheep (eg. 12 types of fat-tailed sheep), cattle, chickens, horses and dogs. This is seen as a very unique collection.

The Prinsloo homestead at the Old Farmyard dates from the 1880s and is furnished as a house museum. Another Prinsloo house dating from 1913 had also been restored, furnished and is open to the public.

Cultural demonstrations are presented (some of them by prior booking). These are activities in the blacksmith shop, dressing and cutting of thongs, whip making, milking of cows, the separator, yoking of and ploughing with oxen, candle making, plucking of geese, a donkey-driven bucket pump, etc. etc.

For those who just want to be at leisure there are horse rides, horse wagon rides, nice shady picnic and braai spots and even caravan stands.

Very popular with youth, church and other social groups is Lapakraal, built under huge trees which lend a peaceful farm atmosphere to the site. Apart from the sleeping units, each with its own ablution facilities, it has a large dining hall, a kitchen, an outside lapa and a swimming pool.

The museum has a well equipped conference centre with 80 seats. Ample free and safe parking is available. One can browse around in "Tant Kotie se Winkel" and buy yourself a bottle of mampoer or witblits distilled on the farm or try a taste of the gold medal fig, coffee or lemon leave liqueurs. These are worth taking home for sharing with friends.

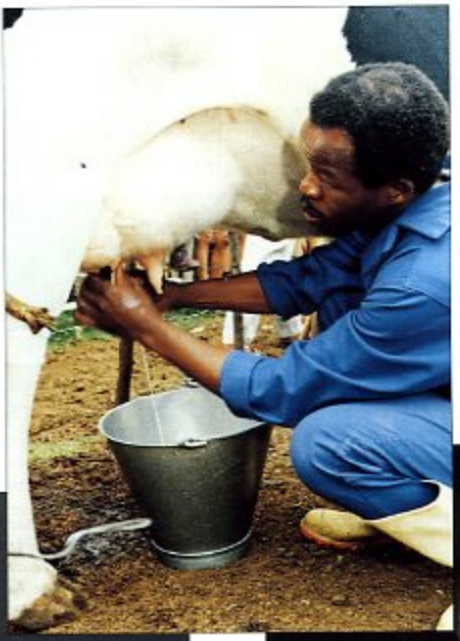
"Tant Miertjie se Kombuis" serves traditional country fare, es. on Sundays. It also caters for weddings and other social functions.

A large variety of educational programmes is on offer to toddlers, pupils and adults for which it is safest to book in advance.

A day visit to the Willem Prinsloo Agricultural Museum provides a welcome break from the pressures of modern life and fills one with nostalgia for the days of yesteryear. The museum offers a unique range of facilities and recreation for the youth, family, groups, organisations and business people or others who simply wish to get away from the rat race of every day life.



A Fordjie – one of the vintage cars in the collection

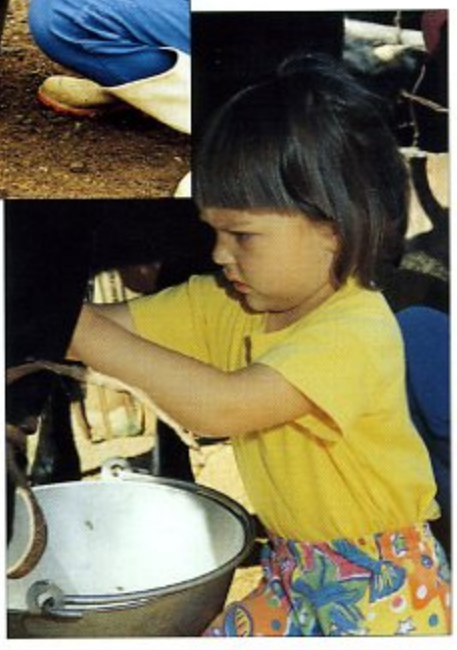


***LEFT:** One of the demonstrations held at the museum*

***BELOW:** This little girl is taking the job very seriously*



A Tweefelaar Spalder in the museum collection



Willem Prinsloo's Steam Tractor

Further to the article on page 6, Etta Judson, Curator of the Willem Prinsloo Museum, has supplied detailed background information on this rare traction engine.

According to our information the tractor was bought by Colonel Park Gray of Loskop, Natal, from Philip Brothers, Port Elizabeth who were the sole agents at the time. In 1928 he sold it to Mr G W Thomlinson of Vlakplaas, Heidelberg who used it to drive a hay baler. According to him it could plough 5 morgen of land per day, for which it needed 8 bags of coal and 2 250 litres of water.

Mr F de Witt of Beestekraal, Tarkastad bought the steam tractor in 1938. Because it was too heavy he used it to pump water. Mr Gert Botha bought the farm Beestekraal in 1969 with the "remains" of the tractor which he nearly sold as scrap. He donated it, through his brother, J Botha, to the Willem Prinsloo Agricultural Museum.

Mr F Massyn of the divisional Council of Tarkastad was responsible for the loading of the tractor on a truck supplied by UCDD who transported it to the Agricultural Museum. The whole transport transaction was organised by Mr R Anderson of C D Nel and Associates Transport Consultants.

The tractor was restored by the SA Transport Services in their mechanical workshops at Kazerne. Nowadays the old steam giant is driven by Mr Robert Dudford and his team during festivals at the museum. Robert is also responsible for the maintenance and smooth running of the tractor as well as the restored 1929 Richard Garret & Sons steam engine owned by the museum.







NASIONALE KULTUURHISTORIESE MUSEUM
NATIONAL CULTURAL HISTORY MUSEUM

When Politicians are about. Tractors are never far behind

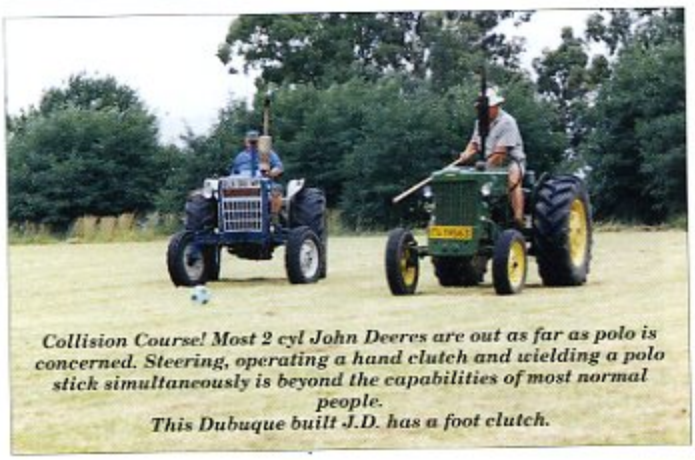
One of the roving journalists of The Veteran Farmer recently covered a farewell rally for President Mandela in the Transkei. This charismatic leader quickly put the 2,000 strong rural audience at ease. However, amongst the crowd was a clear and unambiguous message "Any spare tractors around?".







A young member of the audience gazes in wonderment at the great leader



Collision Course! Most 2 cyl John Deeres are out as far as polo is concerned. Steering, operating a hand clutch and wielding a polo stick simultaneously is beyond the capabilities of most normal people.
This Dubuque built J.D. has a foot clutch.



Classic rather than vintage tractors are more suitable for this game – the risk of collision is high so anything valuable or well restored should stay out of it. More modern tractors go faster and (theoretically) stop quicker than vintage as well.
Here an I.H B414 and Ford 3000 vie for possession.

What do farmers do when it's too wet to plough? - Play Polo of course!

This year's Val ploughing match was blessed with heavy rains the night before, rendering any form of tractor work in the lands impossible. So with a collection of tractors and owners standing around, and the cricket only scheduled to begin after lunch, what to do? Luckily the main promoter of the latest tractor "game", Whitty Boast, was present, and an interesting tournament took place.



BELOW: "There has to be a easier way" Boy Hesom from Dundee is definitely "off side"!



ABOVE: Good brakes are essential!
The B414 looks about to commit an intimate assault on the B450.

"I know the blasted thing is down there somewhere"!
Dennis Usher on an impressive I.H. B450.



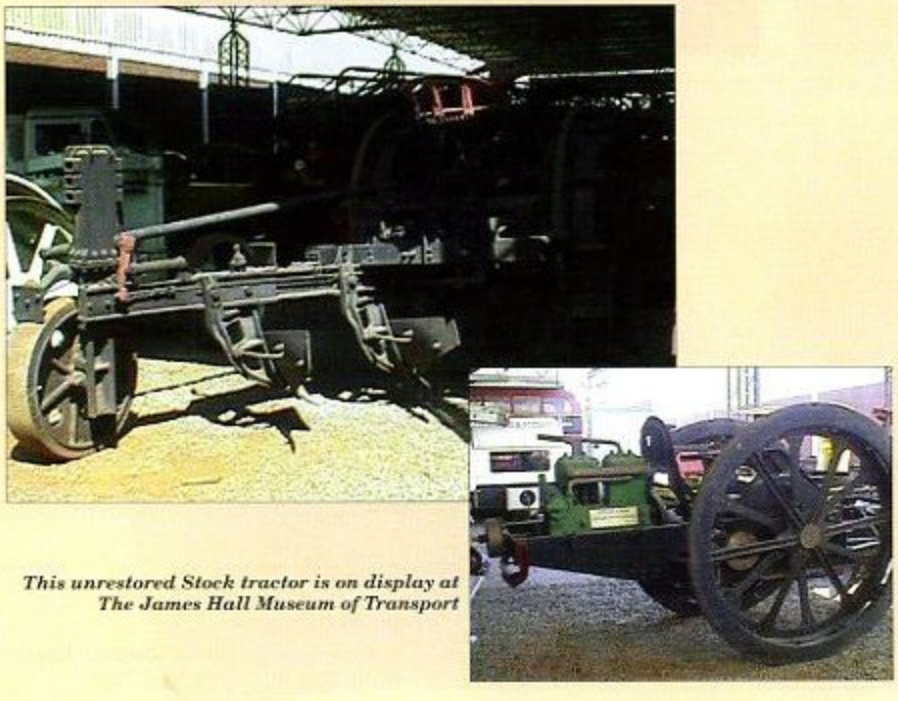
RESTORATION OF STOCK TRACTOR CONTINUES



A combined team of Johan van der Hoven, Charles Viljoen and Dries Prinsloo are all making manly contributions to the restoration of the Stock tractor owned by the Bathurst Museum. Mr Geoff Palmer, the founder of the Bathurst Museum, is conducting events by remote control from the Cape.

No vintage tractor enthusiast can do much research without stumbling upon the tough and creative Stock machines. Malcomess, who were the agents for Stock tractors many years ago, produced a beautifully manufactured brass plaque on which was engraved a picture of a Stock tractor. The following caption appeared on this particular item which was probably displayed at their sales offices or possibly given to salesmen in recognition for their achievements:

"In the early twenties the STOCK tractor arrived to amaze the South African farmer. This was a combination machine, tractor and plough in one unit – the forerunner of the mounted plough system in use today was imported by Malcomess, and was powered by a four-cylinder paraffin engine and the plough bottoms were lifted out of the ground by a mechanical lift. Ten machines were sold. Dr Merensky of the Northen Transvaal acquired two, and Mr E Lazarus, the Mealie King, had three working for many years on his farm in the Eastern Transvaal. The engine, of course, was a crank started model and the wheels were 4' 6" steel with lugs of the latest design. By an ingenious arrangement of wheels, axles, springs and hooks, other implements such as disc harrows could be pulled behind the machine."



This unrestored Stock tractor is on display at The James Hall Museum of Transport

**"When I was a boy of fourteen my father was so ignorant,
I could hardly stand to have the old man around,
but when I got to be twenty one,
I was astonished at how much he had learnt in seven years".**

MARK TWAIN

NEWS FROM NEW ZEALAND

TRACTORWORLD



We have received details of an excellent museum, Tractorworld, which features a private collection of Oliver, Cletrac, Massey Harris, stationary engines and farm memorabilia.
It is open most days and the admission charge is "A Gold Coin".
Should any of our readers be interested in visiting it, Tractorworld is located at:
12 Moutere Highway, Lower Moutere, Nelson.
The Proprietor is Murray Boyes and he can be contacted on Tel. (03) 528 0903.
The Caretaker is Don Smith and his contact number is (03) 528 7546.

Boerdery

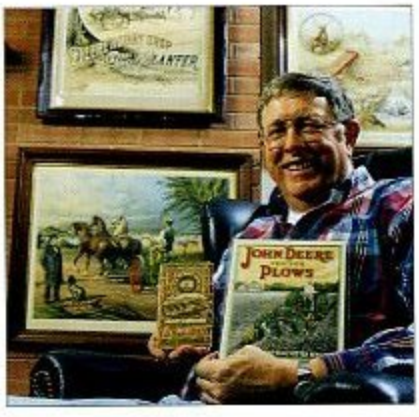
Hans: "Hoe gaan dir hier op die plaas?"

Maans: "Goed, dankie. Die wind het verlede maand die bome omgewaai wat ek wou afsaag. Toe slaan die weerlig die veld aan die brand waar ek die brandpad wou maak. Toe spoel die reënwater die slik weg wat ek nog uit die rivier wou wegskraap. Nou sit en wag ek maar dat 'n aardbewing die aartappels uit die grond skud."

Submitted by Janine Bennett

Books, Catalogues, CD-Roms & Literature

One of the benefits of producing the Veteran Farmer magazine down here in South Africa four times per year, is the way in which we are able to build bridges across the oceans...



We received a fascinating package of information from David Schnakenberg, one of the founders of the Farming Machinery Advertising Collectors (FMAC), which was founded in 1984.

David advises that he has been collecting old agricultural advertising material for approximately 25 years. For many years he thought that he was the only one who was crazy enough to do that. Gradually he met other collectors and about five years ago together with a telephone acquaintance of his, Larry Cornelius from Moline, Illinois, they decided that they would try and start a club devoted to their specific interests. They started in December 1994 with only 24 charter members. The FMAC has steadily grown to approximately 300 members from 39 states in the USA and 6 other countries.

So far, they have no members from South Africa, but would welcome any and all.

Should any of our readers wish to receive a copy of the December 1998 FMAC Newsletter, please contact Naomi Green on (011) 799 7414 and she will be happy to send one on to you.

FMAC is the first and still the only organisation who focuses on the antique advertising and dealer memorabilia of the entire farm and machinery related industry. In the States and perhaps elsewhere, interest in this area is growing very rapidly and several of the "brand" named antique tractor magazines are beginning to devote one or two articles to each issue on this topic.

One of the best antique tractor and farm toy auction houses in the USA has started holding one or two "farm advertising and memorabilia" auctions per year. There is also very active buying and selling activity of this material on the Internet, especially the "ebay.com" on-line auction site which usually has 2,000 to 2,500 items listed for auction every week.

FMAC also has its own web site on www.farmmachineryadvertise. com.

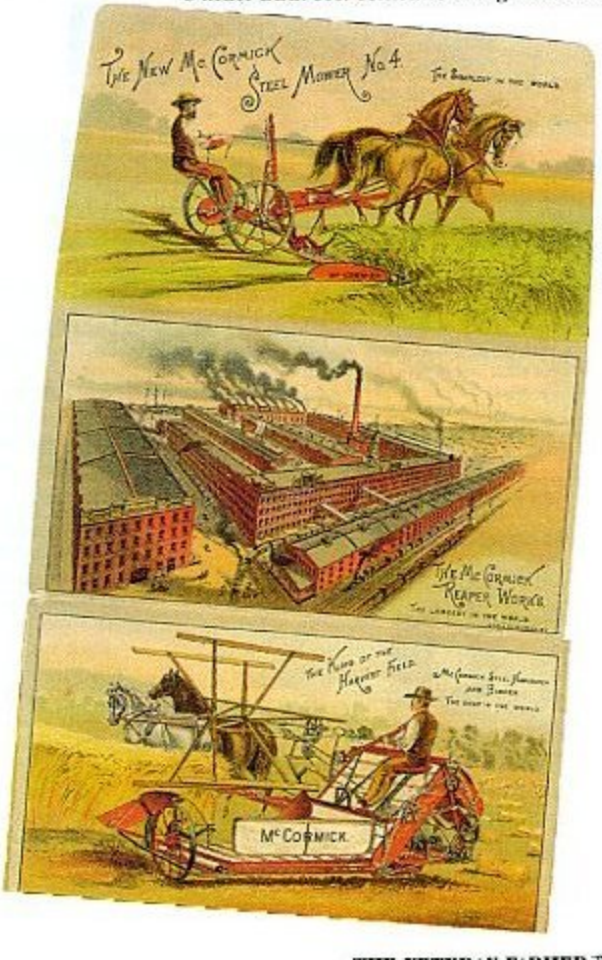
With South Africa in mind David has forwarded to us a colour scan of an unusual item of advertising that seems to have a South African origin. It is a folded 3-panel trade card dated 1887 with full colour chromolitho images on one side and blue on blue images on the other side that has as one panel an "envelope" addressed to McCormick Harvesting Machine Co., Chicago, USA with an image of a "Cape of Good Hope" half penny stamp with a "Cape Town May 12 1887" postmark.

David comments that he has always assumed that this was an advertising piece that carried a subtle message that McCormick was selling their equipment in South Africa.

The copy of this very early example of very early McCormick advertising is particularly interesting due to the fact that in the most recent edition of the Veteran Farmer magazine an article appeared "Romance of the Reaper". – These advertising images should be read in association with that article, because they bring home very clearly the significance of McCormick as probably the father of agricultural engineering world-wide.

If Veteran Farmer readers would like to join this association or subscribe to the FMAC newsletter they may contact David at:-
10108 Tamarack Drive, Vienna, VA 22182-1843, USA
Tel: 091 703 938 8606 Fax: 091 703 938 6668
e-mail address: schnakenbergdd@erols.com

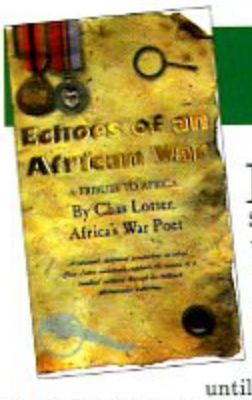




Books, Catalogues,



We invite our readers to write directly to companies like this that offer catalogues, books and other interesting material.
Diamond Farm Book Publishers
Box 537
Bailey Settlement Road
Alexandria Bay
New York
13607
USA
Phone: +1 613 475-1771
Fax: +1 613 475-3748



Echoes of an African War – By Chas Lotter

In the soon to be released "Echoes of an African War", Chas Lotter, the soldier poet of Southern Africa, matches his haunting poetry with authentic photos, paintings and sketches to tell the story of the Rhodesian bush war.

The story is effective and proven. It follows the story of the teenaged army recruit who exchanged his home and his family for the world of barracks life. It sketches the years, until 1973, when a low-intensity war allowed a young man to explore the African bush. The story then bursts into the late 1970's when the conflict escalated into a vicious civil war. It covers the war's end in 1980, and the subsequent readjustment to civilian life before finishing, in 1999, when, as a mature man, he looks back and remembers events that are now history rather than current affairs.

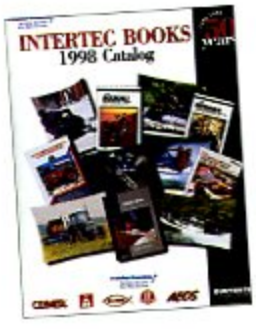
The distributor for "Echoes of an African War" is Covos Books. Their contact details are as follows: PO Box 6996, Weltevreden Park, 1715, SA. Tel: +27 11 476 9926 Fax: +27 11 476 9927 E-mail: covos@global.co.za

CATERPILLAR

For all those Cat enthusiasts out there, why not join The Antique Caterpillar Machinery Owners Club! There are over 1,500 ACMOC members to date and they all enjoy:
- *ACMOC newsletter, published quarterly*
- *Free classified advertising in the newsletter*
- *Information exchanges relating to hard-to-find parts, services and literature*
- *Access to many years of experience from owners and operators of the older machines*
- *Access to the ACMOC roster, with all members names and addresses.*
- *Advanced notice of local and national antique equipment events in which members can participate*
- *Articles of interest for the scale model and toy collectors in the club.*

Antique Caterpillar Machinery Owners Club
International Business Office
10816 Monitor-McKee Road NE
Woodburn, OR 97071
USA
Tel: 1 503 634-2474 • Fax: 1 503 634 2454

ANTIQUE CATERPILLAR MACHINERY OWNERS CLUB



To obtain a copy of this catalogue contact Motorbooks direct.
Telephone:
(011) 325-4458
Facsimile:
(011) 325-4146

VIDEO REVIEW

Profi International have released a video entitled "High-Tech Farming Around the World". The video covers agricultural engineering on four continents around the world. There are interviews with farmers, contractors and machinery dealers who have in each country developed their own solutions to the problems which are faced by farmers attempting to reduce compactions, apply minimum till techniques and generally farm as cost-effectively as possible.



South Africa's own 800 h.p. Aco tractor is covered and is billed as the largest production tractor in the world.

The video concentrates basically on big tractors and is fun to watch. There is also much to be learnt and South African farmers will get a wake up call when they see the laser guided technology being used in Australia as well as the capacity of new harvesting machines around the world.

It really is a "must" for all farm machinery enthusiasts.

This video can be ordered direct from Juanita du Toit. Juanita's contact details are as follows:

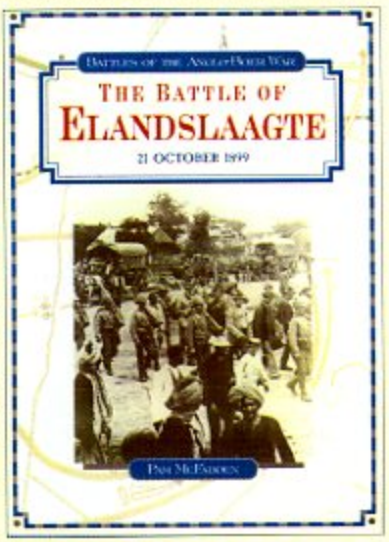
Tel: 012 663 4462
Fax: 012 663 1931.

"ORIGINAL COLLECTORS"

A comprehensive range of quality metal signs emulating the original designs used by well-known manufacturers such as John Deere, Chevrolet and Ford is available in South Africa from Pieter Theron at "Original Collectors". Their details are as follows:-
Ph: (011) 463-3279
Fax: (011) 463-7125
Cell: 083-654-7269
E-mail: traders@iafrica.com
Web Site:
orig-collectors.hypermart.net

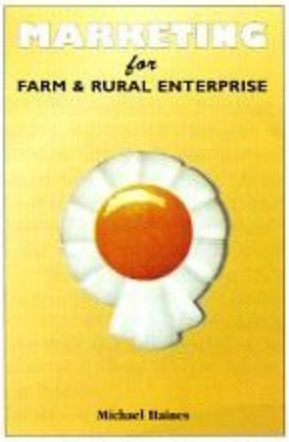


We have received an excellent set of books entitled "The Battles of the Anglo Boer War". The Battles of the Anglo Boer War series provides an accessible guide to some of the major campaigns, battles and battlefields of this historic conflict. The books are written for the general reader as well as for historians seeking fresh insights into the events leading up to, during and after the battles. The text is supported by contemporary accounts and photographs, some of which have never before been published. Specially commissioned maps show in detail the routes and dispositions of the opposing forces for each battle. These books, written by specialists, cover the battles of Elansdlaagte, Vaalkrans, Spioenkop, Thukela Heights, Ladysmith and Colenso.



These books were first published in 1999 by Ravan Press, PO Box 145, Randburg 2125.

CD-Roms & Literature

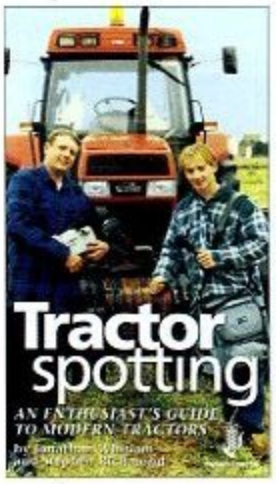


While the principles of marketing do not vary from one business to another, their application to farming is constrained by political intervention and public interest arguments. Recognising these differences, Marketing for Farm & Rural Enterprise is a lively step-by-step guide to the complete marketing process for the farmer.

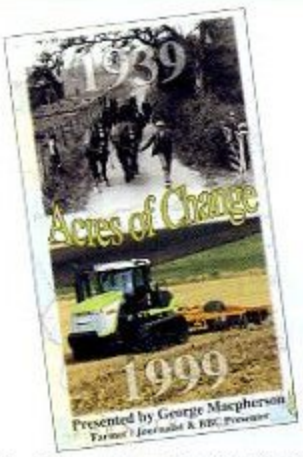
NEW RELEASES

FARMING PRESS 1998-99

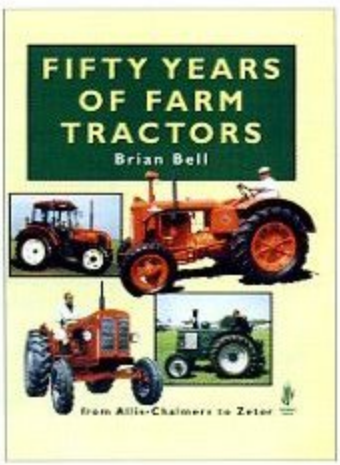
Many of our readers will be familiar with Farming Press books and videos. Should you wish to obtain a copy of this 1998-99 catalogue or should you wish to enquire about pricing for any of the items listed on this page, please contact Juanita du Toit on Tel: 012 663 4462 Fax: 012 663 1931.



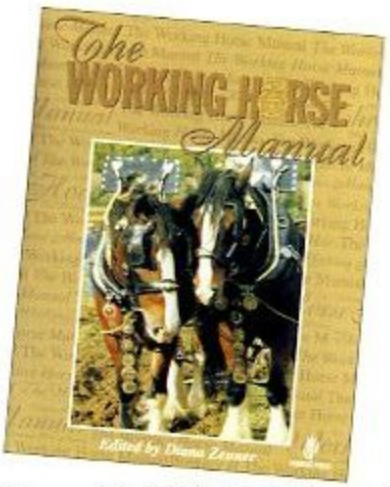
Over thirty of the most exciting new tractors in action. Packed with brilliant images and up-to-date information. Jonathan Whitlam and Stephen Richmond's wheel spinning, mud-flinging adventures are a must for all tractor fans.



In 1939 a farmer from Kent in the UK and a cine-film expert recorded a year in the life of his farm. The results were adapted and broadcast on UK TV. Acres of Change contrasts the footage of 1939 farming methods with film of the same operations in the 1990s. Featuring the most technologically advanced modern farm equipment, drilling, spraying, harrowing and harvesting are seen to be very different tasks today from the laborious days of the 1930s. The video is a fascinating contrast between two very different eras of farming.



In 'Fifty Years of Farm Tractors' Brian Bell details the extraordinary developments in tractor power, capability, safety and comfort since that time. With a user-friendly A-Z format and with well over 300 pictures, the book offers a brief history of each company involved in the tractor revolution.



This superb book is destined to become the bible of all contemporary heavy horse enthusiasts.

Diana Zeuner, Editor of Heavy Horse World – the only magazine in the UK devoted soley to draught horses – has gathered articles from 24 leading heavyhorse experts which cover a huge range of topics including:

- Choosing your breed
- Harness
- Horses in forestry
- Multiple hitches
- Farriery
- Ploughing
- Plaiting
- Horse-drawn machinery and equipment
- Veterinary care
- Transport law
- Caring for horse-drawn vehicles
- Road driving

"...would it not be good to have as neighbours, at your beck and call, a bevy of experts whose abilities covered the whole range of expertise? Of course, but in this book you have the next best thing." Keith Chivers



Forage harvesters, pear harvesters, sprayers, combine harvesters, material handlers and sugar beet harvester are all included in this pictorial account of the revolution in self-propelled farm machinery. Jonathan Whitlam and Stephen Richmond have stopped at nothing to get the 250 pictures they wanted. In one case, they even followed lorries from a well-known frozen pea company in order to track down a particularly rare pea harvester they wanted to photograph. Their enthusiasm and knowledge shine through in a book which will appeal to everyone with an interest in farm machinery.

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.



Mr Robert Coles of the United Kingdom has sent us this interesting photograph and has asked us what is it? We are not sure if Robert does not know or if Robert wants to find out if people in South Africa are as wide awake as we think they are. Thanks, Robert, for your contribution.





Only a real expert would be able to tell what this is, what it did and who made it. Suffice to say that all the wooden parts have long been devoured by termites.

Cape Used Tractor Spares C.C.

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Kontak: Mnre Simon & Piet de Jongh
Tel. 021 987 2920/1

What is it? Letters

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

P.O. Box 240, Isando, 1600

Dear Sirs

In response to my letter which appeared in Edition No. 14 of The Veteran Farmer, I did have one response to my letter from Mr Paul Deglon in Howick. He informed me that the device was named "Icy-Ball" and used for cooling. The one ball was heated by means of a paraffin flame while the other was placed in a bucket of water. After approximately one hour the Icy-Ball was removed from the flame and bucket of water and placed in an insulated chest with hot ball outside and cold ball inside the chest.

The condensed ammonia in the cold ball slowly evaporated over 24 hours at the same time cooling the chest.

Thank you for your co-operation in solving the Icy-Ball mystery.

Kind regards

Robert van Zyl



"NEW PARTS FOR JOHN DEERE 2-CYLINDER TRACTORS"

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Branches Throughout Southern Africa

Letters to the Editor

4160 Blue River Ridge Dr. N.W.
Depauw, IN. 47115
USA
Tel: (802) 347 3091

Dear Chris

I am very interested in Allis Chalmers T16 Sugar Babe tractors, similar to the one in the illustration enclosed herewith. I know that quite a number went to Sudan in Africa when new. About a year ago I found and bought two T16 Sugar Babe's in Florida, USA. I have learnt since from Norm Swinford, who has written three books on Allis Chalmers and is retired from the company, that there were only 98 of these tractors built.

I have several older A-C's and farm a little bit with some newer models. Orange paint (A-C) is my main interest. The purpose of writing this letter is to find out if any of your readers have a connection in Sudan, or any ideas on how to get a connection there, as I am keen to locate a T-16?

I also know of a couple of other guys who are also looking for a T16. From my experience in Florida a year ago about all that were there (new in early 60's) were either scrapped or sold and had been left there and I did not have any luck in tracking them down. All said and done, I considered myself very lucky to find the two and I arranged for them to be taken back to Indiana.

Below is a picture of one of the Sugar Babes as I found it in Florida. The serial numbers are 1851 and 1854, – a book indicated 1854 being the first number of 1963.

Thank you for your time.

Sincerely

Lester Copelin



Paryslaan 50
POTCHEFSTROOM 2531
Tel: 018 290 5987

Beste Chris

Saterdag 31 Julie 1999 het aangebreek as 'n pragtige sonnige windstil dag, uit die hand van ons Skepper.

Vroegoggend het 'n bedrywigheid by Paryslaan 50 op Potchefstroom begin. Wat se geluide is dit? Dit klink of daar kort-kort 'n skoot geskiet word! Nou kom daar nog so 'n snaakse bromgeluid by. Wag – dis mos vasstaande enjins wat so musiek maak.

O ja, dis enjin dag by Koos Kriel, en die Wes Transvaalse Oumotor Klub en die Veteraan Trekker en Enjinklub is uitgenooi, asook ander belangstellendes wat nie noodwendig klublede hoef te wees nie.

Oorkant die straat staan die groen 1946 Chevrolet vragmotor vir sy ou maats en wag. Nie lank nie of Tak Botma se groen 1948 Ford hakkie trek langs hom in, met Poon Wessels se blou 1936 Ford langs hom. 'n Bietjie later daag Boet Kleinhaus op met sy grys 1935 Dodge. Motoriste ry verby en draai hulle koppe om die vier statige grysaards te bewonder.

Binne raak die "musiek" al duideliker, want die "enjin-manne" se pronkstukke het intussen drasties vermeerder. Later staan nie minder as sestien ou staatmakers en gesels, met "geboortedatums" wat wissel van 1909 tot 1960. Party kom van sover as Leeudoringstad, Vereeniging en Bothaville.

Die "enjin-manne" en "motor-manne" meng heerlik en deel inligting oor hul pragstukke uit, gee raad en belowe onderdele aan mekaar. Vreemdelinge van buite kom in en vra glimlaggend uit na die rare gebeurtenis. (Sover my kennis strek is dit die eerste in die Wes-Transvaal, maar beslis nie die laaste nie).

Die ure stap aan en die "Hoppers" die stoom, maar die grysaards hou getrou die pas.

Die braaivleisvuur word aangesteek, enjins kom geleidelik tot rus en die manne staan nader. Nie te lank nie of almal verkeer "vreet-saam" by die braaiplek. Party moet ongelukkig vroeg vertrek om ander verpligtinge na te kom.

Weer kry die ou staatmakers geleentheid om hulle stemme te laat hoor. Dit is later na sononder, maar hulle toef-toef rustig voort. Daar word gelag en gesels en gekuier !!

Nog lede vertrek, en die oues se stemme word heeltemal stil. Nog steeds word daar gekuier. Daar word koffie gedrink en vertel van die "roes-boerderye", en van noue ontkomings met halsstarrige veterane. Om kwart oor nege die aand vertrek die laastes van twee-en-dertig vriende, sestien enjins en vier ou motors.

Almal was eens dat daar weer so 'n byeenkoms moet plaasvind. Daarom word elkeen, klublid of nie-lid, uitgenooi om, as dit God se wil is, op die laaste Saterdag van Julie 2000 weer by Paryslaan 50 byeen te kom.

'n Pragtige, genotvolle dag was dit uit die hand van ons Herder !!

Koos Kriel

P.O. Box 1180
Saxonwold
2132

Dear Sir

The location of the photograph on the back cover of Issue No. 16 is not Kimberley but the Vrededorp subway in Johannesburg which is on the western boundary of the Braamfontein railway yards and runs under the main railway lines linking Johannesburg with the West Rand and points further west.

The steam waggon is heading away from town towards the intersection with 17th Street. In the background is the suburb of Pageview which, together with part of adjoining Vrededorp, was sadly demolished in terms of the Group Areas Act.

Hastily please record my vote FOR the retention of steam preservation news in The Veteran Farmer. Since all the main steam preservation publications appear to be experiencing publication difficulties of some sort of another, to drop this news item from your magazine would be a retrograde step.

Yours faithfully

D.L.D. Smith

Water Quality Project
Dept. Agricultural Economics U.O.F.S
PO Box 339 , Bloemfontein 9300
Tel: (051) 401 3212 • Fax: (051) 448 0692
E-mail: armourrj@landbou.uovs.ac.za

Dear Editor

I have written to congratulate you on the massive success of the "Great 100 Working" and to also thank you for the opportunity to display our machines and gain a lot of interest and valuable feedback from the other exhibitors and attendees. Besides that I had a lot fun enjoying the rest of the activities and just being part of such an exciting event. From a tourism, and at the same time an agricultural preservation and technological advancement perspective, you have definitely done a great deal for the Eastern Free State. Thank you – I sincerely hope that other farmers appreciate the significance of this.

I have taken note of the get-together The Veteran Farmer will be organising sometime in December and it sounds great. I have two old labourers on our farm that used to work with the old threshing machines and I plan to bring them with me to provide a little expertise. I have a wide range of interests and I am always looking for an excuse to visit the area.

Best wishes

Jack Armour

Letters to the Editor





Posbus 281
Koppies
O.V.S. 9540
Tel: (05672) 3813

Geagte Redakteur

Ingeslote vind u fotos van 'n 1936 Chevrolet (Master) 3 ton lorry voor en na restourasie asook fotos van 'n Case (1936) C en 'n Case CC (1930) voor en na restourasie.

Dan het ons nog 'n Case Dex en 'n Case DC4 ook gerestoureer. Dit was 'n gesamentlike poging van my seun Ben en myself.

Daar wag egter nog 'n Case LA, 'n Case VAI en 'n C wat gerestoureer moet word, plus nog 'n Case 830 "Dual Range".

Sterkte en geluk met 'n pragtige tydskrif. Hou so aan!!

Hannes van Rooy.

Dear Editor

Attached please find photos of a 1936 Chevrolet (Master) 3 ton lorry before and after restoration as well as a photo of a Case (1936) C and a Case CC (1930) before and after restoration.

We have another Case Dex and a Case DC4 also restored. It was a joint attempt of my son Ben and myself.

There is another Case LA, Case VAI and a C that is to be restored plus another Case 830 "Dual Range".

Good luck and congratulations on a fine magazine. Keep it up!!

Hannes van Rooy.













Box 111
DOUGLAS
8730
Cell: 082 709 8510
E-mail: hfvdberg@douglas.co.za

Dear Editor
The D2 Caterpillar Tractor

The D2 Caterpillar tractor on the photo is a 1938 model 3J. At present the only restored model 3J known to me in South Africa. The main differences between the 3J series D2's and the later model D2's is:

On the 3J series:

1. The inlet and outlet manifold are both mounted on the right hand side of the engine.
2. The starting engine exhaust does not run through the intake manifold of the diesel engine.
3. The air cleaner of the diesel engine is situated on the right front hand side of the engine.
4. There is no throttle lever situated on the diesel pump.
5. The decompression levers work through the right hand side of the engine block and not through the top as in later models.

Although there are a few petrol/paraffin Caterpillars around that are still in good running order, I would like to know if anybody knows of an older Diesel Caterpillar Tractor still in good running order in South Africa?

The specifications of the tractor are as follows:

Manufacturer:	*Caterpillar Tractor Co.*	*Stroke:*	*5"*
Year:	*1938*	*Fuel:*	*Diesel*
Place:	*Peoria, Illinois, USA*	*Starting:*	*Starting Rope*
Serial No:	*3J1480*		*2 Cylinder Petrol Pony engine*
Dimension			*(High-tension magneto & spark plugs)*
Length:	*8' 11 3/4"*		*Water closed radiator*
Tracks Width:	*12'*	***Cooling:***	
Gauge (centre to centre tracks)	*40"*	*Horsepower (approximate):*	*30 hp*
Ground Clearance:	*9"*	***Transmission***	
Weight (approximate):	*7,200 lbs*	*Forward gears:*	*5*
Engine		*Reverse gears:*	*1*
Cylinders:	*4*	*Clutch:*	*Hand-operated*
Bore:	*3 3/4"*		

No one could confirm the hp of the tractor, is there anybody out there that still knows about these things?

Thank you for a magnificent magazine.

Yours sincerely

Hendrik van der Berg



Posbus 1606
Silverton
0127

Best Chris
Verandering van naam van ons tydskrief

Ek is lid van die Hoëveld Tak van die Veteraan Trekker en Enjin Klub. U vra of die *Veteraan Boer/Veteran Farmer* se naam verander moet word. Ek sou voorstel ons hou die naam net soos dit is. Wat die inhoud van die tydskrif betref, voel ek dat stoomenjins en outydse geboue in 'n aparte tydskrif hoort. Ons het nie genoeg belang daarby nie. Kom ons bepaal ons primêr by TREKKERS.

Na my mening is daar te min Afrikaanse artikels, maar ek besef wat die probleem is : die Afrikaanse lede stuur te min bydraes!! So kom Boere, stuur in daardie artikels!

Ten slotte : Ek dink 'n Farmall is 'n baie beter trekker as 'n John Deere.

Baie groete

Frans Pretorius



1 6 AUG 1998
TOYS OF YESTERYEAR
INCORPORATING THE MECCANO MUSEUM
119 VORSTER AVENUE, GLENANDA, JOHANNESBURG, 2091
P.O.BOX 1724, GLENVISTA, 2058, SOUTH AFRICA
TELEPHONE AND TELEFAX 011-6822303 E-MAIL meccano@pixie.co.za

Dear Sirs

I was quite surprised to see a Meccano advertisement from the 1950's appear in the Veteran Farmer together with a plea for information on Meccano.

I have been a collector of Meccano products for over 45 years now and was the proud owner of "Toys of Yesteryear" the toy museum which was established at Gold Reef City, we unfortunately had to close this a few years ago now. We are trying to establish the museum again, (which was extremely popular), but are having difficulty in finding suitable premises.

I have an extremely good collection of Meccano literature covering all the Meccano products, which incuded, Dinky toys, Hornby '0' Gauge Trains, and Hornby Dublo. Meccano were also responsible for many other products before the second world war such as Aeroplane and Motor Car outfits, Chemistry sets and Elektron outfits.

I have included an article which you may wish to use or you may wish to visit the "Transvaal Meccano Guild" website at meccano.mypage.org, you are welcome to use anything from the web sight for publication.

Kindest regards

Peter Matthews.

We purchase old



MECCANO SETS, DINKY, CORGI & MATCHBOX TOYS, HORNBY TRAINS
HORNBY DUBLO, STEAM ENGINES, TIN TOYS, BAYKO SETS, TEDDY BEARS.

MECCANO AGENTS

Letters to the Editor

PO Box 145
Fraserburg
6960
Tel: 02072-2011

Karoo Greetings

Way back in 1918 my late father was appointed at Bloemfontein University a Professor of Geology and Geography. A job he held until retirement in 1952. When Mum and Dad moved to Bloemfontein they stayed in Third Avenue – next door to Tommy and Irene Wilson – refer your interesting article in The Veteran Farmer, summer edition, Issue No. 15.

Our families were great friends and when we were on holiday near Plettenberg Bay we called on Alec and Rina and he gave me the book to look at and the interesting article about his father Tommy. Uncle Tom, as we all knew him, was Secretary of the R.A.C. in Bloemfontein in my time and also Drivers Licence Examiner. The photo of his O.F.S. licence brings back many memories as I still have the same licence format issued to me on 9th July 1945. A few years ago Alec & Rina did a long trip with us in our Landy right through S.W.A. and then Botswana spending several nights camping in the Okovango. From there we went to Zim, Lake Kariba on the ferry, right up to Maua Pools and home via the Eastern Zimbabwe.

We purchased a vacant stand in Fraserburg a little while ago and in the shed we found a tractor. This is a McCormick International W6. Last licence disc was 1972. A friend and I blew off the dust, put in a bit of petrol, jump leads to the Landy and with a fart and a groan it sprung into life like my mother-in-law!! We loved the visit out to the farm and had it pumping water from a turbine.

I would like to do up this unit. Any idea where I can get a workshop manual and such things like a Decoke Set?? Any information would be most welcome. Are there any folk who would like to purchase this tractor?

The particulars are listed below.

Cheers

EA Von Bonde

McCORMICK INTERNATIONAL W6 – STANDARD

Model No: W6

Serial No: W-BK-27663-W3

Made in USA by International Harvester Co Chicago Illindis

1595 RPM Max Idle Spred
DO NOT OVERLOAD



P.O. Box 507, Rio Vista
Texas, 76093, USA

Dear Sir

You have no idea how much I have enjoyed receiving The Veteran Farmer. It is indeed a significant contribution to the published literature on historic farm machinery and equipment, and I look forward to receiving it for years to come.

Recent issues of The Veteran Farmer have had interesting articles on the centenary of the Anglo-Boer War. Just recently I received a bibliographic article on the conflict, which I thought you might enjoy reading since it comes from the perspective of the antiquarian book trade in the United States.

Texas had its own unexpected connection with the conflict, as the British military sent agents through the American West and South searching for and purchasing both horses and mules for military use during the war in South Africa. One of my colleagues, B. Byron Price (now director of the Buffalo Bill Historical Center in Cody, Wyoming) years ago told me of the documentation he had come across on this topic. If you wrote to him (Box 1000, Cody, Wyoming 82414, USA), he might even write you a short feature article on the topic for The Veteran Farmer. Don't hesitate to use my name in writing, as we have been friends for many years. He also has gathered information on the connections between the cattle industries of the western USA and Rhodesia.

Thank you for the pleasure of the exchange subscription between The Veteran Farmer and the Windmillers' Gazette.

Yours sincerely

T. Lindsay Baker, Editor
Windmillers' Gazette

Gunnedah
2380
Australia
Facsimile: 02 6742 4449

Dear Editor

In issue No. 16 of The Veteran Farmer on page 15 I read with a touch of sadness that there have been suggestions to delete the steam section from the publication.

You have such a diverse and interesting magazine it would be a shame to delete a most important section.

When my copy arrives, any article relating to steam is the part which I read first, though eventually I go from cover to cover.

I have discussed the suggestion with your Australian representative Greg McNiece. He is of the opinion that the magazine's steam content has a strong Australian following, and we both feel that if it was deleted it may harm the sales within Australia.

In closing I would like to send my best wishes to Chris Wilson on his retirement from the position of Editor.

Sincerely

Kathie Keech

Safety Cove
Port Arthur 7182, Tasmania
Australia
Tel: 61 3 6250 2327

Dear Editor

I'm not a steam man but the steam waggon on the back cover of Issue No. 16 of The Veteran Farmer seems to have a crank handle and no chimney. If a name change to your magazine will sell more copies I'm all for it, but the quality within the cover is what keeps me happy.

I have eighty tractors dating from 1919 to 1960 and fifty stationary engines. I attend country shows and vintage rallies almost every weekend for eight months of the year. If any of you subscribers wish to visit me they are very welcome.

Regards

Richard Briggs

This photograph taken shortly after the end of the Boer War shows a Fowler model Z7 ploughing engine standing somewhere in SA, obviously undergoing maintenance. Slowly but surely more information is surfacing on the population of ploughing engines that must have existed in SA in the latter part of the last Century and the early part of this Century.
Archive photograph supplied with the courtesy of Museum Africa, Johannesburg

