Spanner in works at Meccano

Enthusiasts of Meccano, the venerable construction set, will be saddened to learn that the company has declared "suspension of payments" – meaning it is unable to meet its financial obligations – in a sign that it is in financial difficulty.

The trade tribunal at Calais in northern France, where Meccano has its production base, said yesterday that court-ordered recovery proceedings known as "redressment judiciaire" had been ordered. A Paris lawyer described this as a French version of Chapter 11. Under the proceedings, a judicial administrator has been nominated to work with management for a six-month period.

Meccano lovers may be somewhat reassured by the upbeat tone of a statement from the company this week that suggests this may not be the end of the road for a group that can trace its origins back to the patenting of "Meccanics Made Easy" by Frank Hornby of Liverpool in 1901.

Extracted from the Financial Times – 4 December 1999





Postcards appear by kind permission of ©MECCANO S.A.

THE LAMENT OF THE DISGRUNTLED COW



I have just given birth to a heifer,
Of pride and of milk I am full,
But it is sad to relate that my
lacteal state
Was not brought about by a bull.
I have never been naughty
I swear it,
In spite of the calf that I've borne.
Like Farmer Brown's tractor,
I'm "Virgo Intacta".
My regard for the bull is forlorn.
How drab is the cowyard and meadow.
The cowshed seems empty and grey.
The small bit of fun in the year's dreary run,
Science has taken away.
If what I have heard is the truth, sir,
Unnatural though it may seem;
A cow's female passion is right out of fashion,
And a bull just a wonderful dream.
I know that the farm is a business,
In which we must all pull our weight,
Well, I'd pull and I'd pull for a strongly-built bull,
For this phony business I hate.
It mustn't be thought that I'm jealous.
There are things that a cow shouldn't say,
But I'll bet if I could, I most certainly would,
Return to the old fashioned way.

Extracted from archive material supplied by Mr Nic Vallentgoed

10th International Symposium on Molinology

16-24 September 2000

SPECIAL – For the first time the International Symposium on Molinology will be coming to the Western Hemisphere when its participants gather at Stratford, Virginia, for the 16-24 September 2000 event. Molinology is the study of wind-, water-, and animal-powered mills.

At the International Symposium on Molinology scholars, historic preservationists, and mill owners/millers meet for scholarly presentations on the application of the natural forces of power to human work. The week-long meetings combine formal presentations with visits to actual historic mills. Participants in these symposia come from all parts of the world, though the presentations are in the English language.

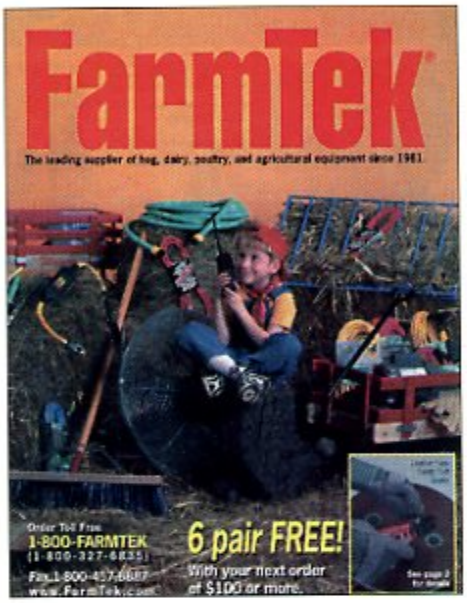
Membership in the International Molinological Society is a requirement for participation in the symposium.

In addition to the formal symposium, members of the International Molinological Society in North America have organized three optional pre-symposium tours for meeting participants. These tours will deal visit (1) steam, water, and electrically powered mills in the state of Missouri, (2) watermills in northern Virginia and west Virginia, and (3) wind engines (American-style pumping windmills) in Texas.

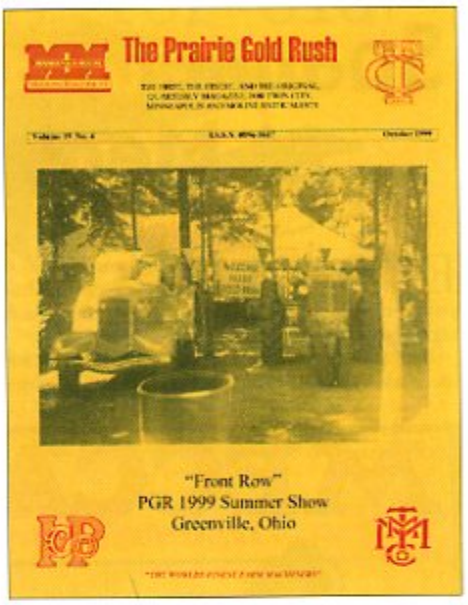
For more information on the 10th International Symposium on Molinology and the submission of papers for presentation, contact Derek Ogden at:
TIMS America
HCR 5, Box 339, Madison, Virginia 22727
Tel: 540-672-1303
Fax 540-672-0218
e- mail BUTLER_J@mediasoft.net)

Books, Catalogues,

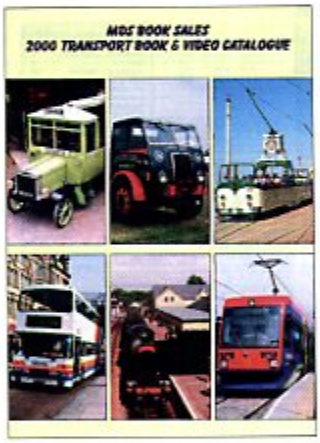
Available on the I



If South African farmers want to feel bad about all the things that they cannot buy, then they need to read the Farmtek catalogue showing the zillions of specialised items that they could source to make their lives easier. For a copy of this catalogue please look them up on the Internet on www.farmtek.com.



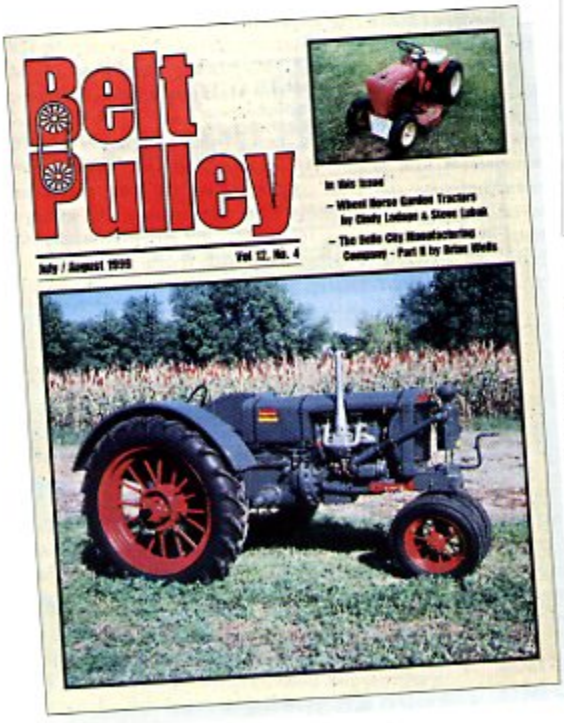
From the Twin City, Minneapolis and Moline enthusiasts group in the United States comes a well prepared and well focused publication entitled "The Prairie Gold Rush". Minneapolis and Moline enthusiasts cannot afford to miss this magazine.
For details contact Ken & Cheryl DeLap:
17390 S. SR 58
Seymour, IN 47274, USA
Tel: (812) 342-3608
e-mail: kdelapmm@hsonline.net



To order your copy of this catalogue which features a cross-section of titles on buses, railways, commercial vehicles, tractors etc, contact MDS Book Sales direct.
Freepost SK2 162,
Glossop, Derbyshire,
SK13 8YF, U.K.
Tel: +44 (0)1457 861508.



Most vintage enthusiasts recognise that the proliferation of book titles and videos has exploded on the world market to such an extent that nobody has a hope of reading more than a tiny percentage of the books that are available. A company in the USA that offers some excellent titles is the Diamond Farm Book Publishers and they can be contacted as follows:
Box 537
Bailey Settlement Road
Alexandria Bay
NY 13607
USA
Tel: 1-800-481-1353 or (613) 475-1771
Fax: 1-800-305-5138 or (613) 475-3748
www.diamondfarm.com



We feature a publication in our magazine section called "Belt Pulley". The Veteran Farmer has been fortunate in receiving details on this publication which essentially covers the vintage tractor and engine movement in Illinois, USA. We were somewhat taken with this company's warm philosophy and it is a genuine people's product. We quote from their commercial brochure "*We believe that there are no finer people in the world than those involved in the antique tractor collecting community. We invite you to be part of this great and caring community – subscribe today*".

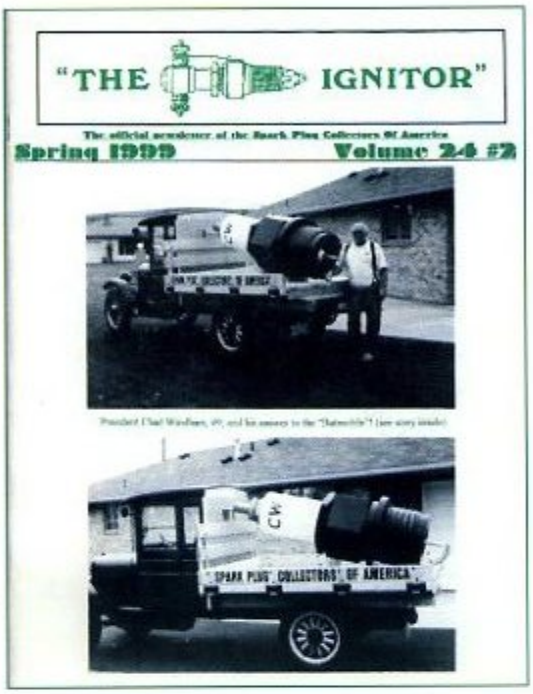
The Veteran Farmer would like to comment on this because there is no doubt that this mutual interest in old agricultural machinery does bring people together. One can receive a letter, a phone call or even a visit from someone from the other end of the earth with similar interests, and after 15 minutes it is as if you have known that person all your life.

We notice that the Americans are particularly positive on the people aspect of the movement and many of them understand that this whole issue is all about goodwill rather than about money, jealousy or collecting more tractors than the next person.

Remember we own nothing, we are merely caretakers for generations to follow. That does, however, place a responsibility on us to be caring custodians of these priceless antiquities.

CD-Roms & Literature

ternational Market



The Ignitor is the official newsletter of the Spark Plug Collectors of America. An international organisation dedicated to recording and dissemination of information and history on spark plugs. It is dedicated to the preservation and encouragement of collecting and exchanging spark plugs and dedicated to the fostering of fellowship among members and other enthusiasts.

This is a well prepared and interesting publication which contains a whole host of archive material of interest to vintage tractor, commercial vehicle and car enthusiasts.

Chad Windham, President, has written to The Veteran Farmer asking if any spark plugs were made in South Africa or were they all imported. He would very much like some for his collection.

The Veteran Farmer would appreciate details on the history of spark plug manufacturing in SA and for many of our readers who have got some spark plugs it would be of great interest to Chad and the other members of the Spark Plugs Collectors of America. His address is as follows:

3401 N.E. Riverside, Pendleton
OR 97801-3431
USA.
Tel: 1-541-276-4069.
Fax: 1-541-278-6169.

New Book from John Farnworth –

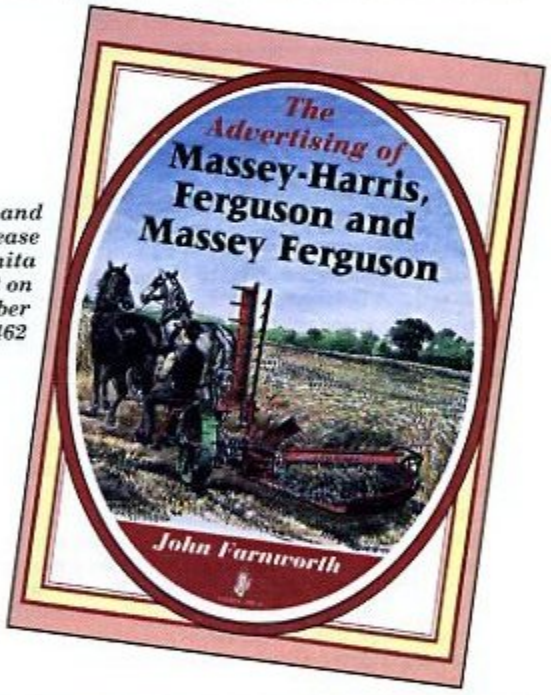
THE ADVERTISING OF MASSEY-HARRIS, FERGUSON AND MASSEY FERGUSON

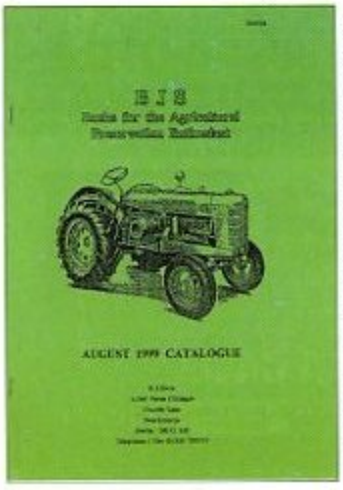
We have received our first copy of the magnificently produced book by John Farnworth which includes a remarkable section of Massey-Harris, Ferguson and Massey Ferguson advertising material. The book charts a century and a half of progress in both agricultural machinery and the techniques used for its advertising.

The Veteran Farmer has long maintained that agriculture had substance, prestige and style in the early part of the century and nothing reinforces this point more than many of the magnificent advertisements which appear in this book.

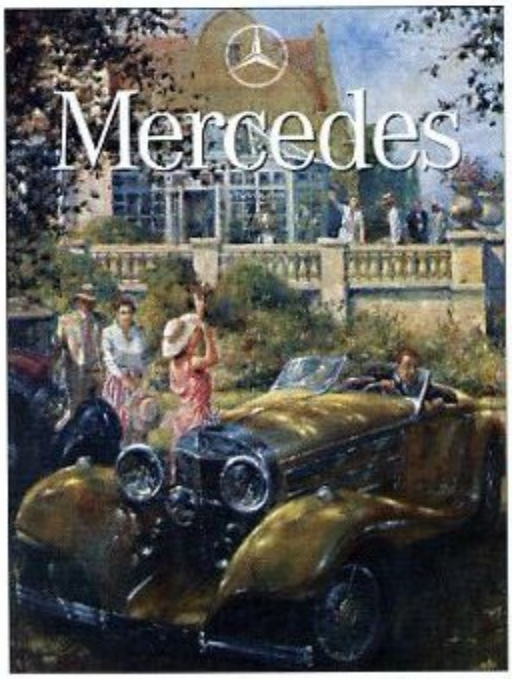
We review many books in The Veteran Farmer and every now and again someone comes up with something very special. We award John Farnworth five stars for this book which says so much about life in bygone days.

For pricing and availability please contact Juanita du Toit on telephone number 012 663 4462





An impressive array of books and reprints of old manuscripts and reviews is available from BJS. This catalogue lists over 20-pages of items. If you are interested in tractors, stationary engines, vintage excavators of just about anything else mechanical and you are building up a library you need this catalogue.
Obtain your copy from:
B.J. Sims
1 Hall Farm Cottages
Church Lane
Swarkestone, Derby
DE73 1JB, U.K.
Tel/Fax: +44 1332 702717



Mercedes owners who do not receive the company magazine are not really fans at all!
To obtain a copy of the magazine, you will need to buy a Mercedes as it is a customer magazine for Mercedes-Benz owners only.



What is it?

What is it? Letters

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

12 Moutere Hwy
Upper Moutere, R.D.2, Nelson
New Zealand

Dear Editor
Re: Issue No. 17, page 42.

The red motor and pump is an American O. & R. (Ohllson and Rice.) Driving what looks to be a centrifugal pump. I have a motor driving a Jabsco type of pump; it has a base mounted fuel tank rather than the round one. A wide range of attachments were available for these engines; a small chain saw; a portable drill for boring fence posts etc. I have also seen a small battery charger unit. From memory the trade names were Chug-a-saw, and Chug-a-Drill. At that time I regarded this motor as the smallest capable of doing true industrial work. Today, there are smaller Japanese motors about.

They came in three sizes; the series three was 21-96cc developing about one hp at 6300 rpm. They were all 2 cycle, running on petrol. mixture. They were available as a water cooled version, or air cooled. I have both. The water cooled engine was popular with modellers for larger boats etc. These motors were available with a direct drive; centrifugal clutch, or as a gear reduction and cent clutch. Output speeds were 3300, 1700 and 900 revs. I guess they were produced about the 1960s because in mid 1967 a dating regime was started with a three digit number; on the crankcase by the coil, or, on the large cylinder cooling baffle. The first digit being the year, the second digit this month.

The parent company is O. & R. Engines, 3340 Emery St, Los Angeles, California 90023.

Regarding the O&R engines, I have not tried to contact the parent company at the address given; I have not seen one of these motors for some years now and in all probability the company will be extinct.

Re. Small Engines Manual, 9th ed Pub. By Intertec Pub group 1969.

The photo on the bottom suggests some sort of grain drill that is long past it's use by date. The side castings suggest a grain box and a fertilizer box. The stars and metering devices seem to have disappeared, The lever at the back swings with a sideways motion to lift the coulters and disengage the drive when turning. The angled straps in the air (near the top of the wheels) carried a strong board upon which the operator stood. The picture shows the drill standing on it's nose; the platform was actually about a foot off the ground. There are a couple of heavy angle brackets forward of the wheels which would have held the framework holding the sawing coulters and pressure springs; most of which is missing. As a restoration project; forget it. There has been quite a demand over here for this sort of relic to provided atmosphere in beautique wineries, and surroundings. I have placed several such relics that have been donated to the museum when we just simply cannot do anything with the article.

Yours
D.R.Smith

THE VETERAN FARMER
DIE VETERAAN BOER

NOW ON THE NET

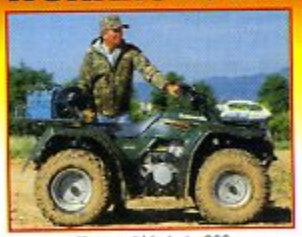
The Veteran Farmer will be updated on a regular basis on the Internet. For the foreseeable future, it will be a free service to see how much interest we receive from around the world. We appreciate the fact that many of the vintage tractor and engine fraternity worldwide are elderly and in many cases are not on the Internet. However, they do have access to family members who are almost certainly connected to the Net and we have therefore decided to take this step for reasons of economy as described in our lead editorial.

Please remember our address: www.veteranfarmer.com



Kevin Hellyer
MOTORCYCLES
MOTORCITY-MIDRAND
Old Pretoria Road, Halfway House
Tel: (011) 315 4704
Fax: (011) 315-4869

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motoring Snowball run 14th May


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Letters to the Editor

Flat No 4
42 Hamilton Road, Boscombe
Dorset, BH1 4EH, U.K.

Dear Editor

In response to your request for an accurate identity of the Road Train 'The "New" Overtakes the Old!', we feel very sure that it is a petrol engined version of Colonel Charles Renards concept.

Renards tractors were originally steam powered. The version illustrated has, in all probability, a Daimler 16 litre sleeve valve engine, and all trailers are power driven through an inter-connecting system of Cardan Shafts. This would explain the hand-cranking handle.

Daimlers' engine was designed by an American engineer, Mr Charles Knight. Sleeve-valve engines are relatively quiet in operation. These big Daimlers' enjoyed an eponymous soubriquet – Silent Knight.

Our speculation is that this particular road train was en route to Australia, where several were used by copper mines to transport ore to a port. But it wasn't being driven overland... it had been discharged at the Cape and railed to the Transvaal for demonstration purpose to South African mining company officials.

Sleeve valve engines of that period did have an 'Achilles heel', which left them disadvantaged in reliability at times vis-a-vis poppet valve engines... lubrication. Oils of the type used 90 years ago were subject to failure when power was continuously demanded at elevated temperatures, (both ambient and friction induced).

Sleeve valves in petrol engined form were most successful as the Bristol Hercules & Centaurus radial air cooled aeroplane engines. Indeed they had the longest TBO (time between overhaul) of any piston aero-engines in the world.

Such reliability was through a chance discovery, at Bristol's Patchway works before World War Two.

A set of sleeves were, inadvertently, not fully finish ground to super smoothness, and erected, unknowingly into a test engine... a Perseus.

Prior to this, maximum power rating tests too often terminated in seizure due to inter- sleeve lube breakdown. But this engine went on – and on – and on... and only when dismantled was the rougher finish of the sleeves discovered. That rougher finish had left spaces, pockets etc. for the oil to survive in when running at elevated temperatures and power.

Bristols patented their discovery.

During WWII, Bristol Beaufighters, powered by two big Hercules 14 cyl radials, were significantly quieter than poppet valve engined aircraft.. and when they swept in so quietly upon the Japanese forces in the Pacific – they became known as: Whispering Death!

Charles Knight would have understood.

OK, we've come a long way from the back picture – but further research in mining company records circa. 1908-1912 could reveal a demonstration... and, hopefully, specific details of the road train.

I hope this interests your readers.

Yours faithfully
John B. Talbot

Telephone: (051) 402-1700
Fax: (051) 402-1764

SCIENTIA VIRES AUT

PANT/R/513/7

School of Armour
Private Bag X40004
Tempe
9318

15 December 1999

Dear Friends of the SA Armour Museum

1999: A YEAR OF SUCCESS FOR THE SA ARMOUR MUSEUM

As an institution that receives no financial support from the State, the SA Armour Museum has had a most successful year and went from strength to strength. Some of the highlights for 1999 is as follows:

Cycling Day. By means of a generous sponsorship from Old Mutual, a successful cycling day was presented on Saturday 13 February 1999, where funds were raised for the museum.

Museum Expo. On Saturday 15 May 1999 a successful expo was held at which a variety of exhibitions and stalls were enthusiastically supported by the public. The museum's logo, that was designed by Mrs Hanlie van Vuuren, was used at this occasion for the first time.

Project "Adopt-a-Tank". Thanks to many supportive friends, the museum was able to launch the "Adopt-a-Tank" project enabling sponsors to adopt a museum exhibit with appropriate publicity. This has made it possible for the museum to restore, maintain and expand on many of it's exhibits.

Museum Evenings. In cooperation with the History Department of the University of the Free State a series of five lectures were presented at the museum evenings. These lectures proved to be very popular and were attended by more than 100 visitors per lecture. Those who assisted and made these evenings possible, include: Prof Leo Barnard; Prof Andre Wessels; Prof Gert and Mrs Marieta Lamprecht; Mr Johan Loock; Mr Johan Hattingh; Dr Louis Bothma, Mr Kobus Dreyer and Miss Joan Abrahams (Tannie Mossie).

External Exhibits. The museum also participated in exhibits away from home. These included the "The Great 100 Working" at Sandstone Estate and the Glen Agricultural Museum Festival.

Vehicle Restoration. A number of museum vehicles have been restored to running order and have participated in drive pasts at the School of Armour this year. With the support of Kobus Dreyer as well as Christo and Quintin van Heerden, the museum was able to rescue a 1939 Ford Military Truck literally from the scrap heap and get it running again.

National Monument. The old isolation hospital that dates back to the Anglo-Boer War and that currently houses the museum, was declared a National Heritage Site on 5 February 1999.

New Exhibits. A number of new exhibits have been established amongst which the Driefontein Abrahamskraal exhibit and the "Hull Down Annex" are possibly the most significant.

Master Plan. With the support of Honorary-Colonel Frik Jankowtiz and Mr Anton Roodt, the first step towards a master plan was brought about. The most significant of the masterplan is the acquisition of a warehouse in which museum vehicles and equipment can be exhibited and preserved against the elements. We are scouring the country for a redundant warehouse that we may move or a possible sponsor.

Loyal Supporters. The museum was only able to succeed in many of it's projects due to the loyal support from the Officers, NCOs and soldiers of the School of Armour, 1 SA Tank Regiment, 1 Special Service Battalion, the Free State Staff Band and loyal supporters and enthusiasts.

Future Plans. With the support of people and institutions such as those involved in the Museum Expo and Adopt-a-Tank, the future of the museum is a good one. We can continue to dream our dreams. The project to acquire a suitable hanger/warehouse for the museum's vehicles and equipment as well as the financial independence of the museum are high on the agenda.

Commitment to Support the Museum. We believe that with the support of a special group of friends, the year 2000 will be an even greater success than 1999. – You are invited to make your commitment individuully or on behalf of your company to support the museum in 2000.

Thank you very much for your attendance and support.

André Retief
Chairman – SA Armour Museum Board



Letters to the Editor

'OHOPE'
23 Byron Avenue
Margate
Kent CT9 1TU
U.K.
Tel: +44 (0) 1843 230589

Dear Sir

I am undertaking in depth research into the Scottish engineering company of Charles D. Young. From the 1840's they exported all sorts of manufactured items for the British Empire Colonial Trade. During the 1850's Young was manufacturing cast iron buildings in many sizes, one such structure, Corio Villa exists today overlooking Corio Bay, Geelong, Victoria. It is one of the most famous buildings of the period in Australia and is similar to the one on the front page of The Veteran Farmer Winter Edition 1998 - Issue 13. It was cast at the company's foundry in Glasgow which later moved to Edinburgh. During 1859 they then moved to the St Leonards Iron Works and Foundry, Perth, Scotland. It was at these premises they commenced building steam portable and stationary steam engines in a number of sizes. Many were sent to South Africa, South America, Australia, and New Zealand and several exist today.

I would be most pleased to hear from anyone who may have an engine in their collection or perhaps knows the location of one. River bridges are also manufactured as well as sea side piers one of which was sent to Valparaiso, Chile in 1857.

A number of the Young steam machinery catalogues are known to have been published in 1851, 1857 and 1861 but to date I have been unable to trace a copy here in England. Any help would be very much appreciated.

I enclose a shot of the rather ornate steam engine name plate fitted to Young engines. It will be noted that the address is given as Perth, NB (North Britain).

Thanking you in anticipation.

Yours sincerely

Tim Keenan
Engineering Historian



Posbus 2169
POTCHEFSTROOM
2520

Waarde Heer

Ek het onlangs 'n hele paar ou geskrifte raakgeloop wat ek hierby insluit. Miskien is daar iets wat vir u van nut kan wees vir moontlike publikasie.

Lesers kan gerus daarop let dat ou geskrifte baie keer waardevolle inligting bevat wat vir ons as entoesiaste van groot waarde kan wees in ons versamelings- en restourasie bedrywighede. Wees dus daarop bedag as u op 'n veiling kom waar heirdie ou geskrifte rondle en niemand daarin belangstel om dit te koop of te neem nie. Lê u hande daarop en laat Die Veteraan Boer dit kry. Dit is net moontlik dat die Redakteur daar iets mee kan doen en terselfdertyd maak u 'n bydrae tot die publikasie.

Die uwe

Nic Vallentgoed

Empire Tractor Owners Club

R.D. 1 BOX 921, CAYUGA, NY 13034
(315) 253-8151

Dear Sirs

I have enclosed a photo of my 1947 Empire Tractor and copies of our Empire Newsletter for your review. We would most welcome you writing an article about our small club. If you need any further information please let me know.

Now I would like to ask for your assistance. In your Autumn Edition, 1999, Issue # 16 you have an article about the Great 100 Working. One of the tractors in the attempt was a 1946 Empire owned by Koos Kriel. We have never located an Empire tractor outside the US and would very much like to get the address of Mr. Kriel. Could you help me in this attempt? Possibly the address of Keith May who wrote the article would give us a start. Your help would be greatly appreciated.

Your magazine is top quality and I look forward to receiving another copy in the future. Hopefully one with the Empire story in it.

Regards

Carl Hering

Email: hering@dreamscape.com)
Fax: 315/252-2108

Editor's Comment: Carl, we would be delighted to assist you. The tractor actually belongs to Mr Stan Jerling and we have asked him to contact you. We are well pleased that South Africa has an Empire tractor bearing in mind its obvious rarity particularly outside North America.





Trade Winds
PO Box 8, Grootdrakenstein
7680
Tel: 021 874 1430

Dear Sir

With reference to photograph on back cover of Issue No 17. I have a copy of a photograph very similar to the one published. The same three men have now been joined by a fourth dressed exactly like the two standing between the ploughing engine wheels.

These three men are most likely the "skilled men" who operated the tackle, a further 5 labourers were normally employed in South Africa per set.

My photo has a caption! — BRITSTOWN 1910-1911

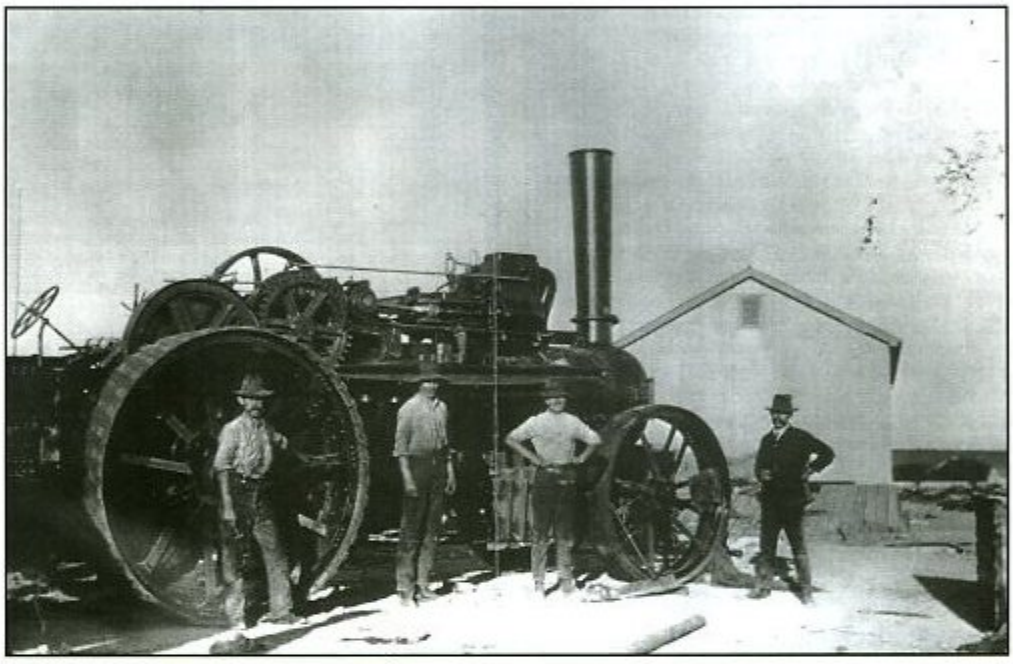
Conclusion: Photo taken at the Smartt Syndicate property west of Britstown who are known to have obtained a pair of Fowler ploughing engines at about this time.

In 1979 Mr Jan Hugo of the farm "Van Aswegensfontein" near Loxton, who at the time owned my Aveling traction engine and who had saved up to ten portables, rollers etc from the scrapman, told me that as recently as ±10 years earlier the ploughing engines which he had known about had suddenly been cut for scrap right under his nose.

Perhaps Mr Brian L Arton, whose letter (Issue No. 16, page 44) regarding research on the Smartt Syndicate farm, might recognise the building behind the engine.

Yours faithfully

Arthur D Wilding



PO Box 293
Ficksburg
9730
Tel: 051 933 2235

Dear Sirs

Attached to this letter are two photographs of a Super Sentinel steam waggon that I thought might be of interest to you?

The Sentinel is fully restored and when the photographs were taken, the boiler, which was restored in Germiston, was not yet installed on the waggon. The Sentinel was restored to be used at Pilgrims Rest in Mpumalanga, but since has just been standing in the lower town – open to the elements and all the brass and copper thieves!

Does anyone know what happened to it?

Best regards

Shaun Ackerman





Letters to the Editor

7a Nadler Ave
Hillside
Bulawayo
ZIMBABWE

Dear Sir

A friend of mine, Kenton Lloyd of East London (the artist) very kindly paid for me to be placed on the mailing list of your most interesting magazine a couple of years ago but I have been receiving it under the incorrect spelling of PATTERSON instead of PATTISON.

I have been sending my copies to my son who is a ROOKIE FARMER! He in turn passes them on to his father-in-law Chris Johnson, a VETERAN FARMER who specialises in Tuli cattle. Recently he was the Chairman of the Zimbabwe Tuli Breeders Association. Both these men who are neighbours, have read your magazine with great interest, so much so that I have placed a subscription for VETERAN FARMER to be sent to my son.

I was also delighted to see in the recently received Issue No. 18 on P42 a review of my little booklet on the Cape Seventh Class. I would like to thank the reviewer very much indeed for his very fair comments. When writing such a book as this we railway enthusiasts can get bogged down in dry technical detail which is of great interest to us but leaves other readers stone cold, so I was greatly pleased that he pointed out that there were many snippets of the early railway history of Southern Africa that the reader becomes caught up in the whole early 20th Century railway scene. I feel such a book should appeal equally to general readership as well as the die-hard railway enthusiast.

However, despite much checking by myself and two other railway enthusiasts, some gremlins crept into the finished product. Should any purchaser like me to send him the amendments, please do not hesitate to write to me.

Yours sincerely
R G PATTISON

NH SMALLWOOD
CONSULTING QUANTITY SURVEYOR

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CONSULTING QUANTITY SURVEYOR
P O BOX 4513
RIVONIA, 2128
TEL : (011) 886-5681
FAX : (011) 886-2964
CELL: 082 888 9526
E-MAIL: nhsqs@global.co.za

FACSIMILE TRANSMISSION

TO : THE EDITOR, THE VETERAN FARMER — **DATE : FRIDAY 5/11/99**

ATTENTION : C/O JOANNE WEST — **FAX NUMBER : 09 44 1344 880936**

FROM : NICK SMALLWOOD — **NUMBER OF PAGES : One**

MESSAGE:

Dear Sir,

CHANGE OF NAME - "THE VETERAN FARMER"

I read with interest and concern the comments that have been made by various people with regard to the change of name of "The Veteran Farmer" magazine. Presumably, there are relatively few people in Southern Africa who are interested and enjoy agricultural history of any sort, while I understand there are only a few hundred people who are specifically interested in veteran tractors, it strikes me that it is unlikely that a magazine of the stature of "The Veteran Farmer" could survive financially on just a few hundred subscriptions.

Looked at objectively, I assume that the relative editorial coverage is in order to attract and maintain the widest range of readers and, as such, I do not believe that a publication specialising specifically on tractors alone and another publication specialising on steam traction engines and another publication specialising on old historic buildings, as has been suggested, has any chance of survival at all.

We do not live in a perfect world and while some people may disapprove of parts of the editorial they should surely appreciate the contents of the magazine that interest themselves i.e. old tractors, stationary engines, etc., not to forget if the magazine becomes to specialised and is unable to survive financially, then like many specialised magazines, the Editor will be forced to close the curtains on this outstanding magazine which we all enjoy so much.

Since the magazine is continually exhorting readers to contribute to the magazine and submit articles of interest, then I suggest the readers do just that and influence the editorial content with articles that are of interest to themselves and their friends.

Yours faithfully,

NICK SMALLWOOD.

VETERAAN TREKKER EN ENJIN KLUB VAN S.A.
VINTAGE TRACTOR AND ENGINE CLUB OF S.A.

Die Redakteur
Die Veteraan Boer
Posbus 408
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20 November 1999

Waarde Heer

Hoewel Die Veteraan Boer nie die amptelike mondstuk van Die Veteraan Trekker en Enjin Klub van Suid Afrika is nie, is ek daarvan oortuig dat meeste lede van die Klub intekenare op die publikasie is en dit net soveel geniet as ekself.

As intekenaar vanaf die eerste uitgawe van die publikasie, wat ek sorgvuldig bewaar, blaai ek gereeld deur die tydskrif en kom ek elke keer onder die besef van die wye verskeidenheid artikels en kwaliteit daarvan wat toegewy is aan 'n deel van die geskiedenis van die landbou in Suid Afrika. Wat egter opvallend is, is die beperkte aantal bydraers tot die publikasie. Ek wonder hoekom dit so moet wees? Gevolglik aan die uitstekende briewe wat in die briewekolom verskyn, is daar menige leser en lid van die Klub wat net so 'n goeie artikel ook kan skryf tot genot van al die lesers.

Lesers kan gerus dink aan hulle daaglikse lewe. Wat het vandag met u gebeur wat u gedagtes laat teruggaan het na die ou dae? Is dit nie dalk iets wat u met almal van ons kan deel nie? Hoekom dit nie dieselfde aand nog gaan sit en neerskryf voordat die gedagtes u ontgaan nie? Daar is baie lesers wat dit graag sal wil lees eerder as om na die huidige vervelige TV uitsendings te kyk wat geen blywende indrukke laat nie.

Dink gerus ook aan daardie spesiale iets in u omgewing 'n Ou treintjie in die dorp of die ou stoomenjin 'n Ou gebou of 'n monument iewers. U gaan nog iets weet van die geskiedenis daarvan of vars dit na. Neem 'n foto daarvan en deel dit met andere deur middel van u artikel in Die Veteraan Boer.

Wat van die Senior Burgers in u omgewing? Het hy dalk interessante snaakjies om te vertel omtrent iets uit die verlede? Dalk het hy nog ou foto's daarvan. Met moderne tegnologie is reproduksie van ou foto's moontlik sonder enige moontlike beskadiging daarvan en dit help weereens om 'n stukkie geskiedenis te bewaar en met andere te deel.

Ek wil graag 'n beroep doen op alle lesers en klubkede - wend 'n poging aan. Wat is die vergoeding wat ek daarvoor gaan kry? Is daar nie genoegsame vergoeding in die wete dat daar nou duisende lesers is wie nou iets van daardie stukkie geskiedenis in u omgewing weet waarvan hulle nie voorheen geweet het nie en dat dit juis u is wat dit aan hulle aangedra het nie? Is dit nie moontlik dat dit 'n nuwe lewe gaan gee aan daardie ou gebou, monument of enjin wat ons so vanselfsprekend aanvoor omdat ons dit daagliks in die verbygaan nie eers meer raaksien nie? Dit kan net wees dat dit die reisiger, wat andersins deur u dorp of streek op reis is, sal laat stilhou of afdraai om dit vir 'n oomblik te bewonder. Miskien soek die roerse u nog op om daarvoor te gesels en is dit die begin van 'n wonderlike nuwe vriendskap.

Hoewel dit die uiteindelike voorreg is van die Redakteur om te besluit of 'n artikel wat ontvang word, geskik is vir publikasie of nie, wil ek pleit by die lesers om nie moedeloos te word as u eerste of enige onder poging nie dadelik aanvaar word vir publikasie nie.

Skryf in Afrikaans. Die Redakteur het my verseker dat hy probeer om soveel Afrikaanse artikels en briewe as moontlik te publiseer.

Ek hoop om baie meer van u pogings in toekomstige uitgawes van Die Veteraan Boer te lees.

Die uwe

Mic

Nic Vollenhoed
VOORSITTER

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9324

Insake : Winteruitgawe (17) bladsy 34 – FORD foto

Ek geniet die tydskrif, dit verskaf my groot plesier. Die foto van wat u beskryf as 'n Fordjie (bladsy 34, Winteruitgawe : Willem Prinsloo Museum) pla my egter – ek dink dis 'n Chevrolet, nie 'n Ford nie.

Ek is 'n intekenaar, en ek sien uit na nog vele interessante uitgawes.

Die uwe
(mev) Z Fonternel

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Geagte Redakteur

Ingeslote foto is van 1956 model Moline G B trekker wat die eiendom is van my bure Mnre Herman en Lafras Lourens. Hulle het dit tweedehands gekoop van 'n man wat dit jare lank in 'n stoor laat staan het sonder om daarmee te werk.

Hierdie trekker is maganies in 'n baie goeie toestand en dit het ook baie min ure gewerk vir sy ouderdom. Slegs die enjin het eenkeer herstelwerk ondergaan en dit luier ook net so sag soos 'n motorenjin, soos toe dit nuut was.

Mnr. Herman Lourens het sy eerste nuwe U Moline in 1950 gekoop, gevolg deur 'n nuwe G Moline in 1954. In die sestigerjare en tot 1973 het Mnre Lourens Broers ses Moline trekkers gehad waarmee hulle ongekende sukses behaal het. Hulle boerdery was en is ook nog steeds baie suksesvol. Hulle het ook nie aanhoudend teen die trekker se agterwiel gesit en koffie drink toe hulle moes werk nie, daarom het hulle met die inruil van die Moline's vir John Deere's een teruggehou ter aandenking aan daardie glorie – ryke dae.

Hier is ook nog 'n McCormick Deering storie:

Daar was in die twintiger en vroë dertigerjare net een trekkerverkoper op Swellendam en dit was 'n sekere Mnr. Newman wat die McCormick Deering trekkers verkoop het. So vertel Mnr. G J Koch van Swellendam wat soms saamgery het met Mnr. Newman as hy uitgegaan het in die distrik om trekkers te verkoop. Hy het eintlik saamgegaan om hekke oop te maak want daar was geweldig baie hekke oor die pad. Gewoonlik het hy so 'n paar sjielings gekry vir die hekoopmakery, soms selfs 'n halfkroon. 'n Halfkroon was in daardie tyd baie geld.

Een so 'n geleentheid waarvan Mnr. Koch nog goed kan onthou was dié keer daar in die vroeë? dertigerjare toe hulle gegaan het na 'n sekere Mnr. Piet Swart van die plaas Swartklip om aan hom 'n McCormick 22-36 trekker te verkoop. Die prys van die trekker was 350 pond en Mnr. Swart het kontant betaal met note wat hy natuurlik uit 'n trommeltjie onder sy bed gaan uithaal het. Aangesien dit nie Newman se beleid was om afslag vir kontant te gee nie, het hy die man toe 'n braakploeg op die koop toegegee!

Mnr. Koch het my ook vertel dat sy swaer die eerste persoon in sy omgewing was wat die eienaar was van 'n waterpomp wat deur die enjin aangedryf word. Dit was net na die eerste wêreldoorlog so omstreeks 1919.

Die waterpomp het goed gewerk, dit was net baie moeilik om die enjin in die oggend aan die gang te kry. 'n Hele paar manne het hulle soggens gedaan gesukkel tot groot vermaak van die omstanders wat die gespook met die enjin baie amusant gevind het. Die waterpomp was blykbaar op 'n plek waar heelwat mense verby geloop het.

So het dit vir 'n lang tyd voortgegaan totdat daar een oggend 'n sterk oom op die toneel verskyn het. Dié oom kondig toe ook met groot stelligheid aan dat hy die enjin aan die gang sal sit. Hieroor was die omstanders baie skepties, want hulle het goed geweet dat die oom oor weinig kennis van masjinerie beskik. Hy het net die krag gehad. Daardie ou mense was mos sterker as vandag se mense. In sy onkunde draai die oom die enjin toe verkeerd om, maar tot die



verbasing van almal vat dit skielik en begin te werk. Die probleem was toe opgelos: om die enjin aan die gang te kry moes dit net verkeerd gedraai word.

Indien die storie vergesog klink, dink maar aan die Lanz Bulldog trekker wat die enjin ook verkeerd om (anti-kloksgewys) gedraai moet word om aan die gang te kry.

Beste groete

H J van Deventer



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Dear Sirs

Re: Sandstone Steam Railroad Co. (Pty) Ltd

I am active in steam preservation in the UK, involved in restoration and the main line running of two locomotives (see photos). Your project sounds very interesting and I would like to follow its progress. The thought of a 25NC roaring along its own 300km line in the 21st Century is some achievement!!!

Good luck!

Best regards

John Street







Letters to the Editor

Box BW 901, Borrowdale
Harare, Zimbabwe

Dear Editor

Herewith some photos of the steam locos at Senna Sugar Estates, plus a couple of old paddle steamers (these were all operational in 1949/50).

Our photo also has an old excavator in it. I cannot put an exact date on these photos but chaps here tell me they were taken in the 1960's, prior to the death of Jack Wright in a 1965 plane crash. Jack carried out extensive irrigation works and is the founder of the company I worked for ("Wright Rain Ltd").

Kind regards, ***Geoff Higgs***

Editor's Comment: Thanks, Geoff, for taking the trouble to send us these archive photos. A large number of locomotives were recently repatriated to the UK and they will hopefully begin to appear fully restored on 2-ft narrow gauge railway tracks across Europe and possibly further afield. Two large Z7 ploughing engines in Senna colours can often be seen on the rally fields in the UK.











Flat 4, 42 Hamilton Road, Boscombe
Dorset, BH1 4EH, U.K.

Dear Mr Editor

TIPS FOR ROBERTSON RESTORERS

On page 16-17, Veteran Farmer 18, nine out of thirteen pictures were unimaginatively 'posed' at the same spot, the same angle, the same fixed expressions, the same shadows, the same camera height.. oh dear!...B.O.R.I.N.G!

Come on! Such vehicles DESERVE BETTER!

How about 13 different angles out of 13? I'm a reader, and I like lekker pictures, but I don't need such repetition! I mean why don't I know that in hot Robertson there is nowhere else to pose a truck, tractor of car?

Living in the UK I ain't supposed to know!... but ha! – I used to live in PAARL and I know that Robertson really has got many other very nice backgrounds for photographers!

So next time you pose treasures with Oom Flip, Oom Nico and on Oom Tom Kobleg 'n alles... LOOK for elevation above the subject – that's Talbot speak for get higher – climb a wall, shim up a tree, get on the back of another truck... and also... open a door; lift a hood, load a trunk, try the other flipping side, pose owner showing a feature – BUT DONT LOOK AT THE LENS... admire the motor and for heavens sake turn a front wheel outwards, as if the vehicle is about to pull out!!!

Try low angle – go on, LIE in the road, stretch perspective... but please choose a DIFFERENT back drop for each picture. Eh? What's that? WORK?

Of course it's work – heavens sake, EVERY really good publishable photo DEMANDS some NEW ANGLE THINK that's 'N-A-T'. Remember the code! Do it.

And pretty women are easier on the eye than Oom Andries head in shadow. If Poppie is posed looking in at the engine give her some FLASH! That's CAMERA FLASH – FILL-IN-FLASH! Try a traffic cop looking at your licence details; try an AA man changing a wheel; open a door for Auntie to get in but for heavens sake DON'T pose ALL your pictures like those nine!

And don't repeat subjects – there are plenty of others looking at the arena spread.

I know this is CRITICISM, but, ONLY by pointing out such matters do we educate and improve pictorials.

By and large The Veteran Farmer photos are excellent and action orientated rather than the static "tyre kicking" variety.

John Talbot

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Geagte Mnr Wilfred E Mole

Baie geluk aan 'n puik tydskrif, Die Veteraan Boer. Ek het 'n intekenaar geword deur 'n vriend, Oom Pierre Ferreira. Oom Pierre is 'n versamelaar van antieke trekkers. Hy doen ook sy restourasiewerk self.

Een van ons kliënte, Mnr JJG van der Watt, van die Suurveld in die Oos-Kaap is 'n boer wat nie daaraan glo om enige implement of trekker wat hy gekoop het, in te ruil of weer te verkoop nie. Sy eerste trekker wat hy gekoop het was 'n John Deere Model D, wat nog steeds in sy oorspronklike toestand en in werking is. Hy het daarna elke tien jaar 'n ander trekker gekoop, wat almal John Deere's is. Die trekkers werk nog almal. Die modelle is in volgorde van aankoop: 630, 730, 730, 3120, 3141, 7400. Hy is ook die eienaar van 'n John Deere 360 sleepstroper, 'n John Deere baler (model onbekend) en 'n John Deere planter. Dit wil vir my voorkom of dit dalk 'n rekord kan wees.

In die Gamtoos Vallei waar ons geleë is, is daar heelwat veteraan trekkers, motors en ou geboue. Ek het nou die dag op 'n plaas gekom waar 'n John Deere Model A met ysterwiele onder 'n boom staan en oproes. Op 'n ander plaas staan daar 'n John Deere 730 Diesel tussen skrootyster. Ek hoop om nog foto's van al die oues te neem en vir u te stuur.

Nogmaals baie dankie vir 'n puik tydskrif.

Veteraan groete.

Danie Oosthuizen

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CERES, 6835

The Chairman
Vintage Tractor & Engine Club (Western Cape)
PO Box 198
CERES, 6835

TERMINATION OF MEMBERSHIP

I am herewith giving written notice that I will not be renewing my membership to the Vintage Tractor and Engine Club of the Western Cape.

I've reached this decision following certain opinions of Club Management (Newsletter Number 5, September 1999), that scrap metal dealers are a threat to the preservation of vintage tractors and engines. Thus, not "allowing the man who would like to export his tractor to a foreign collector". It appears that management does not regard the export of tractors in a serious light. It makes one wonder if there is truth in the rumour that club members (and even members of club management) are in fact involved in exporting tractors?

The high prices these tractors reach at the export market is the cause that so many enthusiasts are not able to obtain any of these vintage tractors and are therefore forever lost to South African collector. Sadly enough, money talks much louder than the love for the cause! It is my opinion that all club members involved in exporting tractors should be expelled.

The Club's whole purpose is surely stated in the newsletter; "To carry out and preserve the conservation ideas" and not (directly after that paragraph) to regard the export of our tractors in a subdued light.

Hannes Geldenhuys

Copy: The Veteran Farmer, Nick Valentgoed

Posbus 472
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Die Voorsitter
Veteraan Trekker & Enjin Klub (Wes-Kaap)
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CERES, 6835

BEËINDIGING VAN LIDMAATSKAP

Hiermee gee ek skriftelik kennis van die beëindiging van my lidmaatskap aan die Veteraan Trekker & Enjin Klub van die Wes-Kaap.

Ek het hierdie besluit geneem as gevolg van die siening van Klubbestuur (Nuusbrief No. 5 van September 1999) dat skroothandelaars die groot bedreiging inhou vir die bewaring van veteraan trekkers en enjins en nie "die man wat toelaat dat sy trekker na 'n buitelandse versamelaar uitgevoer word nie". Dit lyk asof Bestuur die uitvoer van trekkers nie in 'n ernstige lig beskou nie! Dit laat 'n mens wonder of daar nie dalk waarheid steek in die verskeie gerugte dat klublede (en selfs bestuurslede) betrokke is by die uitvoer van trekkers nie?

Die pryse wat op die uitvoermark behaal word veroorsaak dat veteraantrekkers buite die bereik van die gewone entoesias raak. Hierdie trekkers is vir altyd verlore vir die Suid-Afrikaanse versamelaar. Ongelukkig praat geld deesdae harder as die liefde vir die saak! Dit is my mening dat klublede wat betrokke is by die uitvoer van trekkers geskors behoort te word.

Die klub se taak is soos in die nuusbrief gestel "om die bewaringsgedagte te dien en uit te dra" en nie om in die paragraaf daarna die uitvoer van trekkers in 'n sagte lig te stel nie.

Hannes Geldenhuys

Afskrif: Die Veteraan Boer, Nick Vallentgoed

VINTAGE TRACTOR & ENGINE CLUB OF SOUTH AFRICA

WESTERN CAPE BRANCH

NEWSLETTER NUMBER 5 SEPTEMBER 1999

ANNUAL GENERAL MEETING

The following members were elected to serve on the committee: Christie Maree (Chairman), Simon de Jongh (Vice Chairman), Jan du Toit, Herman Giliomee, Herman Neethling, Deon Joubert and Johnny Verreynne. This committee's task is to expand the growth, carry out and serve the conservation ideas.

At a brisk discussion whether vintage tractors were to be sold or not (especially Lanz's), one of the participants made a statement that it is the "ystervark" (porcupine) [scrap metal dealers] who are dangerous, not the man who allows his tractor to go out of the country to the foreign collector.

In response to the above was said that, no matter how much the Club would like to see all vintage tractors restored and preserved within South Africa!, there is no way they could enforce this point of view.

VETERAAN TREKKER & ENJINKLUB VAN SUID-AFRIKA

WES-KAAP TAK

NUUSBRIEF NOMMER 5 SEPTEMBER 1999

JAARVERGADERING

Tydens die jaarvergadering is die volgende lede in die komitee verkies: Christie Maree (voorsitter), Simon de Jongh (ondervoorsitter), Jan du Toit, Herman Giliomee, Herman Neethling, Deon Joubert en Johnny Verreynne. Dié komitee het 'n groot taak om die klub verder te laat groei en die bewaringsgedagte verder te dien en uit te dra ...

In 'n lewendige bespreking oor die vraagstuk of die verkoop van veteraan trekkers (veral Lanze) hoegenaamd toegelaat moet word, het een van die deelnemers die volgende opmerking gemaak: "Dit is die Ystervarke (die skroothandelaars) wat die groot bedreiging inhou; nie die man wat toelaat dat sy trekker na 'n buitelandse versamelaar uitgevoer word nie."

As kommentaar hierop kan net gesê word dat hoe graag ookal die Klub alle veteraan trekkers gerestoureer, én in Suid-Afrika!, bewaar wil sien, daar geen manier is waarop die klub dié standpunt kan afdwing nie.

The following four period reproduction posters were issued for dealer distribution to farmers in the UK to celebrate 125 years of the company. The original size of the posters was 18 x 24in. These beautiful images appear in The Advertising of Massey-Harris, Ferguson and Massey Ferguson, the latest book by John Farnworth.

