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Vintage Scene

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PUBLICATION MATERIAL

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**DEADLINE FOR NEXT ISSUE:
20 JANUARY 2023**

Hi everyone

Wow, what a very busy 3 months we have had since we have moved to our new building. But we are loving the extra space we now have. The move has also enabled us to take over the NZ Post services for our community. So as you can imagine, this has added to our workload.

Next year we will be employing a staff member for 2 days a week. This will allow us more time to get out and about to events and places of interest, and will then report back to you in future magazines. We are really excited to be able to do this. This should also mean that we will have your magazine to you when it is due !!! (yes we know we have been a bit slack at this of late)

Some more great reading for you all again in this Issue. Dave Hunger brings us another great story on page 11, about a recent unwanted purchase.

Last month we visited the Tuapeka Vintage Club and had an enjoyable few hours wandering through their sheds. This story is on pages 13-14.

Pages 15-16 sees a follow up to the story we brought you in August re. the Scale model Burrell Traction Engine project. I am sure there will be more on this in an upcoming Issue.

We haven't had a Letter to the Editor for quite a while. Michael Hanrahan has written to us, with his thoughts about how we might still be able to enjoy displays of vintage machinery etc, in the times when many are doing their best to fight global warming and stop the use of fossil fuels.

Till next time, take care everyone. Keep working on those projects of yours. And remember to send us your stories and photos.

***A very Merry Xmas and Happy New Year to you all
Vicky***

COVER PHOTO



The popular Toot 'n' Whistle miniature train is a treasured memory for many people who grew up in and visited Rotorua - and this local icon has now re-emerged, proudly standing at Te Amorangi Trust Museum.

After being in storage for years, the museum is excited to be the train's new home.

The Toot 'n' Whistle was built by John Smale, who started it in 1958.

Club Activities and Highlights

A selection of excerpts taken from Club Newsletters sent to us

Hauraki Vintage Machinery Club - Frank Schnuriger Anniversary Sale March 18th 2023 - 18 tractors and a variety of machinery 771 Hauraki road RD4 Turua. More information closer to date.

Kauri Museum (Matakohe) Open Day packs in crowds. The Kauri Heritage Festival on Saturday October 15th was an outstanding success. Marking 60 years since the founding of the Museum, large crowds attended the day, and at lunchtime there were over 1,200 people in and around the museum.

"From around 11.30am until 1pm we were very full" said Museum Director Barbara Hilden. "It was really satisfying to see so many locals and visitors enjoying the hard work of the staff, volunteers and exhibitors, and coming together to celebrate the Museum's 60th birthday."

Thornbury Vintage Tractor & Implement Club - last month members enjoyed a day out visiting some local places of interest, followed by a meal out. They have also started to see the return of groups coming to look around, and have groups booked to visit in the next while too.

Edendale Vintage Machinery Club - 28th and 29th January 2023. Featuring 120yrs IH trucks & tractors, 50 years of Mack truck assembly in New Zealand, Chevrolet.

Otago Vintage Machinery Club - at their recent meeting, members joined in on "a great treasure hunt" – where they all had to search round the back of the museum at their stash of treasures that have accumulated over the years and make instant decisions whether to keep/sell/scrap. Sounds like a great way to involve everyone in the decision making.

Tauranga Vintage Machinery Club - In October nine club members went on a visit to George Gardners property at Karapiro. George has a very extensive collection of tractors, cranes, power units, trucks, and lots of spare all sorts. The use of molasses to clean parts was an education! **(someone might have to share more information about that wee hint - Editor)**

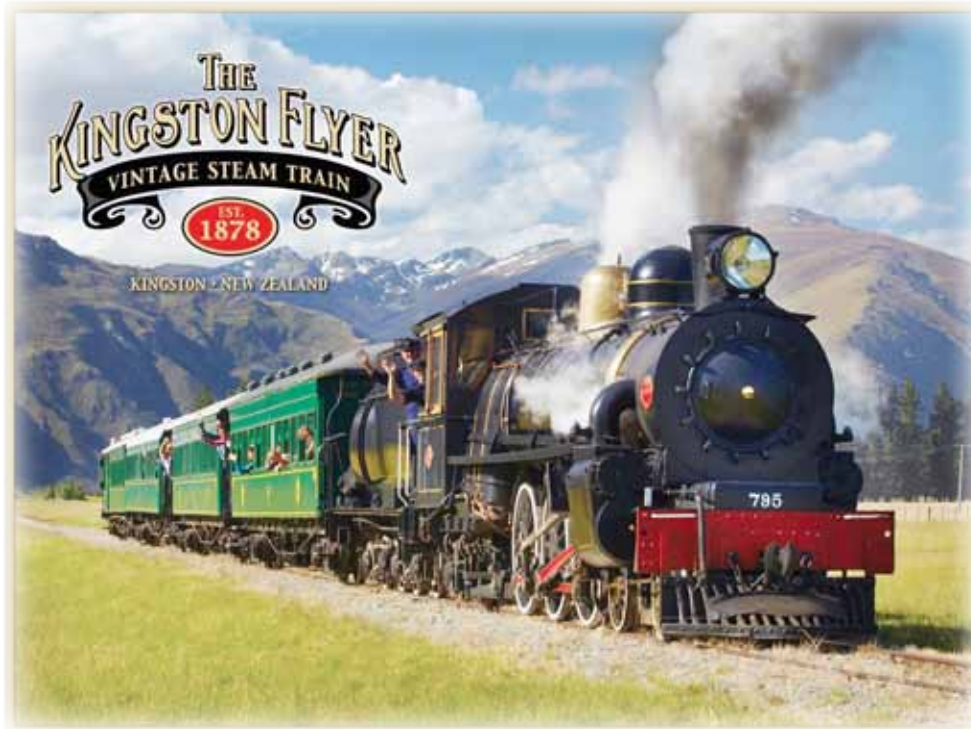
Nelson Vintage Engine and Machinery Club - their latest newsletter tells me they have recently enjoyed a trip to many places of interest on the West Coast. Apparently the weather wasn't that kind to them, but they still managed to see some interesting exhibits of machinery along their way, including John Thorby's 'Andersonia' and the Westland Industrial Museum in Hokitika.



Unfortunately for us our computer had a MAJOR malfunction in September and we lost a lot of our business files. Vintage Scene files for the last 18 months were amongst those we lost, grrrr. These were not able to be restored.

If you have received a subscription renewal form in error with this magazine, please accept our apologies. We are trying to work our way through the big job of making sure we have everyone's details updated correctly. As you can imagine, this, as well as working through our everyday printing jobs in our business, is causing a few issues for us at this time of the year.

If we have your details wrong, please contact us and we will ensure this is corrected at our end.



THE KINGSTON FLYER IS BACK UP AND STEAMING !!!

I am ashamed to admit that although I have lived in Southland / West Otago most of my life, I have not yet experienced a ride on the iconic Kingston Flyer. But now that it has been fully restored and once again running between Kingston and Fairlight, I will be sure to book a ticket.

We are so lucky in our area to be blessed with wonderful people who are keen to get these great old engines back up and running - Kingston Flyer, Lumsden Heritage Trust and Waimea Plains Railway.

The Kingston Flyer is back on track and ready to roll. Take a step back in time on our historical vintage steam train powered by the mighty AB795 Steam Locomotive. Relax and unwind on our 1.5 hour return journey while admiring the spectacular scenery along the 14km rail corridor from the Kingston Foreshore, to Fairlight Train Station and back. Public train rides, group bookings and private charters are now available. Train departs Kingston EVERY SUNDAY twice daily at 10.30am & 1.30pm during 2022, and at 10.30am & 2.00pm during 2023. Please visit our 'schedule' page for more information. BOOKINGS ARE ESSENTIAL.

2023
2023

KINGSTON FLYER

SCHEDULE

JANUARY - APRIL

<p>JANUARY</p> <p>22/01/2023 SUNDAY @ 10.30AM & 2.00PM 29/01/2023 SUNDAY @ 10.30AM & 2.00PM</p> <p>FEBRUARY</p> <p>05/02/2023 SUNDAY @ 10.30AM & 2.00PM 12/02/2023 SUNDAY @ 10.30AM & 2.00PM 19/02/2023 SUNDAY @ 10.30AM & 2.00PM 26/02/2023 SUNDAY @ 10.30AM & 2.00PM</p>	<p>MARCH</p> <p>05/03/2023 SUNDAY @ 10.30AM & 2.00PM 12/03/2023 SUNDAY @ 10.30AM & 2.00PM 19/03/2023 SUNDAY @ 10.30AM & 2.00PM 26/03/2023 SUNDAY @ 10.30AM & 2.00PM</p> <p>APRIL</p> <p>02/04/2023 SUNDAY @ 10.30AM & 2.00PM EASTER TBA</p>
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WWW.THEKINGSTONFLYER.NZ

Demolition work reveals facade of historic coffee mill - Invercargill

Copied from a newspaper article printed: Jul 06 2012

A historic coffee-mill facade was uncovered yesterday as demolition work began on an old building in the city.

The facade of the David Strang coffee mill was exposed after walls were demolished at the rear of the Southland Education building in Esk St.

David Strang Coffee and Spice Works produced spices and coffee sold in New Zealand, Fiji and Australia, and it operated out of the site in Esk St from 1872 to 1966.

Mr Strang was the first in New Zealand to patent instant coffee, which was named "Strang's Patent Soluble Dry Coffee-powder".

The building is now owned by H&J Smith.

Mr Strang's great-grandson Karl Blass was at the site yesterday and photographed the facade.

He had spoken to the demolition project manager hoping the facade of the building could be restored.

However, he was told it was too unstable. The facade is expected to be demolished today.

H&J Smith Holdings Ltd managing director Acton Smith said the building was beyond repair and unsafe.

The roof was collapsing and that was why they applied for a demolition consent.

The site would be cleared before they decided what to use the space for, Mr Smith said.

He did not realise the facade was even there and intended to view it himself before it was removed.

Southland Worker's Educational Association manager Lesley du Mez, who works in the building in front of the mill, has taken an interest in the building.

She has been collecting information on it for some time and said it was a shame the facade could not be saved.



David Strang, Ltd., Invercargill.

I first saw this story on Facebook a few months ago. I didn't realise Invercargill had its own coffee mill. Now that I am doing a lot of family research, it is interesting to find out little snippets from places where my family used to live. - Editor

Mug Bread

“Mug-bread” — the best flour bread ever made, I still believe.

But the making and the baking of it are not easy, and a failure with mug-bread is something awful!

The reader may not know it as mug-bread, for that was a local name, confined largely to our own Maine homestead because Gram always started it in an old tall, white, gold banded mug, that held more than a quart. It has been called milk-yeast bread, patent bread, and salt-rising bread; and it has also been stigmatised by several more offensive epithets, bestowed, I am told, by irate housewives who lacked the skill and genius to make it.

About once in four days, generally at night, Gram would take two tablespoonfuls of corn-meal, ten of boiled milk, and half a teaspoonful of salt, mix them well in that mug, and set it behind the kitchen stove pipe, where it would keep uniformly warm overnight. She covered the mug with an old

coffee-pot lid, which just fitted it.

The next morning, a peep into the mug would show whether the little “eyes” had begun to open in the mixture or not. Here was where housewifely skill came in. Those eyes must be opened just so wide, and there must be just so many of them, or else it was not safe to proceed. It might be better to throw the setting away and start new. Gram knew as soon as she had looked at it. If the omens were favorable, a cup of warm water and a quantity of carefully warmed flour were added, and a batter made of about the consistency for fritters. This was set up behind the stove again, to rise till noon.

More flour was then added and the dough carefully worked and set for a third rising. About three o'clock it was put in large, round, shallow tin pans and baked in an even oven.

The resulting loaves - we called them “cart-wheels”- were about a foot in diameter, an inch thick,

and yellow-brown and crackery. The rule at Gram’s table was a “cart-wheel” to a boy, with all the fresh Jersey butter and canned berries or fruit that he wanted with it.

Sometimes, however, the mug would disappear in the morning, and an odor as of sulphuretted hydrogen would linger about, till the kitchen windows were raised and the fresh west wind admitted.

That meant that a failure had occurred; the wrong microbe had obtained possession of the mug. In such cases Gram acted promptly and said little. She was always reticent concerning mug-bread. Ellen and Theodora shared the old lady’s reticence. Ellen, in fact, could never be persuaded to eat it, good as it was. “I know too much about it,” she would say. “It isn’t nice.”

Beyond doubt, when “mug-bread” goes astray at about the second rising, the consequences are depressing. If its little eyes fail



to open and the batter takes on a greasy aspect, with a tendency to crawl and glide about, no time should be lost. Open all the windows at once and send the batter promptly to the swill-barrel. It is useless to dally with it. You'll be sorry if you do. When it goes wrong, it is utterly depraved.

Once, when Gram and the Old Squire were away from home, Aunt Nabbie and Uncle Pascal came unexpectedly from Philadelphia. They had sent a letter, but it had failed to reach us, so the first we knew of their visit was when they drove into the yard with a livery team from the village.

The unexpected arrival upset us all, particularly Ellen and Theodora, who had to bear the brunt of grandmother's absence, get tea, see to the spare rooms and do everything else. Our two-story farmhouse was comfortable and big, and we had plenty of everything, but Uncle Mowbray was reputed to be very fussy and particular about his food.

They came just at dusk. We boys were doing the chores. The girls were getting supper. Theodora had resolved to try her hand at a batch of "mug-bread" for the next day, and had set the old mug up for it.

Aunt Nabbie smoothed away their anxieties, and helped to make all comfortable, so we got through the evening better than had at first seemed likely, and in the morning the girls rose at five and tried to hurry that "mug-bread" along, so as to have some of it for dinner, for they found that they were short of bread.

Ellen thought that they had better not attempt the risky experiment, but should start some hop-yeast bread. Theodora, however, peeped into the old mug, saw

encouraging eyes in it, and resolved to go on. They mixed it up with the necessary warm water and flour and set it carefully back for the second rising. Soon, however, it began to perfume the kitchen.

If they had not been hard pressed and flurried that morning, the girls would have thrown it out. Instead, they saw that it was rising a little and hoping that it would yet pull through, worked in more flour and soda, and hurried four loaves of it into the oven to bake. A horrible odor presently filled the place. Stale eggs would have been sweet beside it. It captured the whole house and Aunt Nabbie, in the sitting-room, perceived it and came rustling out to give motherly advice and assistance.

And, just then, the kitchen door leading to the front piazza opened and in walked Uncle Pascal, who had been out in the garden looking at the fruit.

When that awful odor smote him he stopped short, sniffed and turned up his nose.

"Is it sink spouts?" he gasped. "Are the traps out of order?"

"No, no, Pascal!" said Aunt Nabbie, in a low tone, trying to quiet him. "It's only bread."

"Bread!" cried Uncle Mowbray, with a glance of rank suspicion at the two girls. "Bread smelling like that!"

Just then Ellen saw a white blob in the shadow of the kitchen stove and caught open the oven door.

It was that mug-bread dough! It had crawled out of the tins into the oven, crawled under the oven door onto the kitchen floor, where it made a viscous puddle, and was now trying to crawl out of sight under the wood box.

Aunt Nabbie burst out laughing;

she couldn't help it. Then she tried to turn Uncle Mowbray out.

But no, he must stand there and talk about it. He was one of those men who are always peeping round the kitchen, to see if the women are doing things right.

***New England Farm Stories,
circa 1912***

A hilarious farm story about salt-rising bread gone wrong.

I love making my own homemade bread too, luckily not having any disasters like this. But I have learnt that you do need to take note of the expiry date of the yeast. Many a time I have had to make my "starter" again because nothing seemed to be happening - or maybe I was just being a little impatient !!

- Editor





35th Annual

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Enquiries: Julie-Anne Clark – 03 206 6547 • Crafts: Sharron Caughey - 027 236 7487

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CLUB PROFILE

Rotorua Settlers and Steam Museum

(Te Amorangi Trust Museum Inc.)
43-45 Robinson Avenue
Rotorua 3010
07-345 9525

- We run our steam engines on the second Sunday of each month.
- We have 6 stationary steam engine's, plus a large collection of petrol, diesel stationary engines, a working forge; historic buildings and sheds full of older machinery.
- We open every Thursday, and Sunday - run by volunteers.
- We will run our boiler on other days if we have an interested group coming in.
- We also have a large forestry history display.



The green train in the photo is the Toot 'n' Whistle miniature train - it ran in Kuirau Park for many years and has been stored in a shed for the last 20 or so years. It has recently been given to the museum. The boiler is off, waiting for a test to be done. We hope to have it running in the museum grounds in the future. If it needs a new boiler it will be a big cost, as with all steam gear - but a worth while project

TURNING AN UNWANTED PURCHASE INTO A USEABLE VEHICLE AGAIN

"Would you like to buy a truck?" the voice on the phone asked. "Not really," I replied. "I'm a tractor man. I don't do trucks."

"Well we need the shed space and we are about to tow it outside. You're the only person who has ever shown interest in it, so I thought I'd ask you first."

It was true I had shown some interest months earlier when visiting the shed. The truck was a mid '40s Chev flatdeck with a 6 cylinder Blue Flame motor. It had beautiful sign writing on the two doors and I had clambered over junk to get close enough to take a picture of the sign writing, and discovered it had been a local firm long since wound up. But did that mean I wanted the truck? No!

"Look," I said. "I know a man who is into Chev trucks and he has just built a big new shed. I will see if I can talk Alan into having a look at it. I'm sure he will be keen!"

Well, try as I might I couldn't convince Alan to take a look. He was too smart to fall for that old trick. "No", he said. "I've got more projects than I can handle at present. I don't need another one."

Eventually I returned to the shed to have a proper look myself. The AK Chev had spent 22 years in that shed and so wasn't a complete basket case. It had a little rust, the deck had holes in it and the tyres needed air but it had a patina I liked, so I agreed to give it a home if they would throw in 3 x 20" truck wheels that I saw lying elsewhere in the shed. They are getting hard to find when you need them.

I told myself that it was my duty to rescue a piece of local history, I wasn't going to waste any time or money on it, I would simply push it into a shed and store it until I could find the 'right' person to pass it

along to.

The Chev arrived on the back of a (much) bigger a truck a few days later and I pulled it off with the back brakes locked on. Getting it into a shed like that was going to be hard so I spent an hour or so freeing up the brakes so it would roll. Now I needed someone to steer the thing while I towed it.

I rang my mate Dave Wood who lived a few minutes away. He was only too keen to help out. He immediately noticed that the gearstick seemed locked up. "Easy fix", he said. "We'll just take the top off the gear box and free up the selectors." A day later we had the gearstick moving as smooth as silk and towed the Chev into a nice dry shed. The shed had quite good light.

"Might be a good place to take a look at the motor", said Dave... So we put a battery in, spun it over, and bent half the pushrods. Then spent another day getting most of the valves free. But the last one just wouldn't co-operate so we took the head off, removed all the valves one by one and did the job properly, giving the seats a quick reface as well.

We found the missing coil in the glovebox but there was no sign of the rotor. A Fordson Major petrol parts tractor was just 30 metres away. Its rotor fitted the shaft on the Chev perfectly. After shortening the rotor with a 9" grinder we were in business! The first celebratory lap of the paddock was done with a bottle of petrol suspended above the engine but ended prematurely when an oil line burst leaving a trail of black oil on the grass. We switched off and surveyed the mess. At that precise moment a frost plug in the side of the motor let go and a flood of dirty water poured out on top of the oil puddle.

We pushed it back into the shed and went home.

There are frost plugs that are easily accessible and others that are dogs to change. This one barked. Next, one of the dual rear tyres popped but, luckily, one of the extra wheels that came with the deal was the right size so was swapped onto the Chev rim. Both had rusty rims and involved lots of sweating and swearing to get off.

A second lap of the paddock with new sparkplugs was successful, the petrol bottle was dispensed with and juice at \$3/ litre poured into the under seat tank. The next day there was a big stain under the truck and the tank was empty again. Pulled the seat out, removed the tank, found the rust holes, sealed them, tested it, found more rust holes, sealed those as well and finally reinstalled fuel tank.

Noticed that the stitching on the seat was coming apart so spent an evening in front of TV with a big needle and strong thread re-stitching that. Checked the gearbox to see why selectors had seized solid and found it 90% full of water. Couldn't figure out how that happened when truck had been shed stored for 22 years? Drained and refilled with oil. This model has an oil filter mounted on the firewall but it has been disconnected years ago. Figured there must be 70 years of sludge in the engine sump so dropped the sump off and cleaned it out. It wasn't as bad as I expected but I did find that one of the oil pipes to number 4 big end was blocked, so it was a good thing I found that. (The oil pump sends pressured oil to the rockers etc and to 4 little troughs that the big ends scoop out of)

While I had promised myself that I wouldn't spend anything on this truck, the rotten deck looked to be

an accident waiting to happen, so in the interests of Health and Safety I laid a new deck of 11"X1" tanilised boards over the old deck.

With a new exhaust system fitted in place of the previous, nonexistent one, our Chev is sounding respectable. The brakes are still absent, although the handbrake sort of works, and the join around the cab has rusted away – as they all do.

How much more will Dave and I do? Not sure really. Should leave something for the next bloke to do I suppose, but then again, having come this far, why stop now??

The drivers' windscreen is badly cracked. Does anyone have a spare? If so please contact Dave and Dave on 0272 162 564



Dave Wood with our AK Chev.

McCutcheons were coal merchants during the '30s and branched out into general haulage and vegetables in later years. Their old premises in Stratford still has their name high above the door despite them being gone many years now. Locals have told us that this truck (#4) did the New Plymouth - Napier run each week with a refrigerated box on the back. It would have been a long trip!

Another great story sent in to us by the ever reliable Dave Hunger. What a great looking truck Dave and Dave, you have both done a great job getting it to this stage. I'm sure someone will snap this up for their collection.

Now if anyone should come across a Citroen 2CV anywhere on your travels, please let me know. I think they are ever so cute. Could be a good project for my husband now that he is "retired" - Editor

TUAPEKA VINTAGE CLUB - LAWRENCE

Following on from the last magazine, which featured a cover photo of a display of radio's and televisions at the Tuapeka Vintage Club.

Clive and I decided to make the short trip over the hill to Lawrence in early November. This was the weekend before their big annual Heritage Weekend. This meant we had the place pretty much to ourselves, so we were able to wander around the rooms quite freely and took lots of great photos for you all to enjoy.

They have quite a few 'displays' of items which showcase a variety of things - old vintage cars, stationary engines, a great collection of old bottles of many shapes and sizes, spark plugs, pushbikes, push mowers, tractors, and a shearing shed stand.

Over the past few years I have helped one of their members, Jan Harper, with some printing work for some of the displays she was working on and setting up. It was nice to be able to see Jan's work around the buildings.

Tuapeka Vintage Club aims to preserve and restore as much of the Tuapeka's mechanical heritage as possible.

Based in the township of Lawrence, Otago, the Club premises OPEN every Sunday from 1pm to 4pm when they are also open to the public.





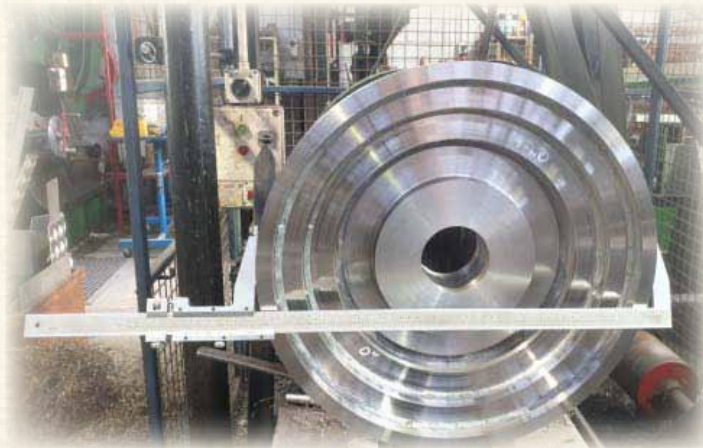
Scale model Burrell Traction Engine Project (continued)

Geoff has continued to make good progress on his 1/3 scale Traction Engine.

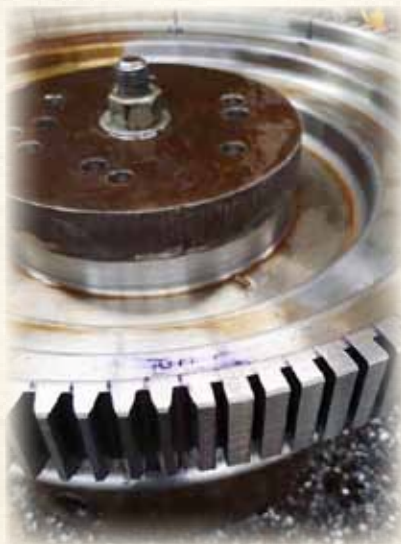
If you want to talk Traction Engines with Geoff, he can be contacted at Stratford Engineering on 027 496 2950.



September - Front axle and perch bracket and chimney saddle test fitted to the smokebox.



October - Big diameters need serious vernier caliper. Final drive gear in the making, 112 teeth yet to be cut on the outer ring (approximately 500mm diameter). Machining is being carried out on my Pollock and McNabb lathe, circa 1890-1900, maybe earlier. This gear houses the winchdrum and diff gears and drives the rear axle.



Cutting the teeth on the final drive gear. The teeth are first slotted to depth then profile cut to size. Photo shows the process halfway to completion, that's 56 teeth out of 112.



How big does a model have to be before it is not a model? Final drive gear, all 112 teeth cut. What a mission!



Flywheel rim in process of preforming the ends of 100x25 flat bar prior to rolling into a ring. Then it was welded and rounded up true-ish before going into the lathe for rough machining prior to welding in the spokes.



Dang! The 16 inch chuck wasn't big enough to hold the flywheel rim so I changed to the big b.....! 28inch. Now it fits easily. I will take a cleaning cut through the inside to true up for the spokes so everything runs reasonably concentric so when I machine the outside of the rim it will run true with the crankshaft. While it's in the lathe I will face off about 3/4" of the width leaving about 1/4" to take off the opposing edge to end up with a rim 3" final width.

November 5th - Flywheel under construction. Spokes need welding to the rim then everything gets machined to size, finally the keyway will be cut to suit the crankshaft. Fabricated entirely from steel and is very ringy. I hope it won't be too much of a problem. Darned heavy, I know that much!



Fergy Funnies 12

by Don Mackereth

Like all good Fergy dealers, we were blessed with a Standard Vanguard van as a service wagon. Powered by Fergy tractor motor, or was it the Fergy was powered by Vanguard motor? Whichever, it was powered by the wet sleeve overhead valve motor that we all know. There was no "four on the floor" for a gear change with these wonders of British technology it was "three beside the wheel". They were a good robust wagon which offered service way beyond there original design parameters. With a set of "Town and Country" tyres on the back, no hill was too steep, no swamp to deep and no ploughed paddock too rough. Loaded with tool boxes, parts, oil, they handled it all.

The time came when our "Guards Van", as it was known, failed a warrant of fitness. The steering box had become decidedly sloppy and had to be removed for an overhaul. Having the Guards Van off the road was not an option, what work had to be done had to be done quick.



Out came the wires from the centre of the steering column,(Fergy tractors don't have steering column wires). Out came the box and new bearings and seals fitted. All was replaced, back in the van, the drop arm reconnected, and it was back on the road in a trice.

The boss decided he would use it that evening to go and see a customer regarding "something important."

Off he went on his merry way. He flicked the traffic indicator switch to turn right and the horn blew. With frantic groping the switch was back in central position and the horn stopped. All was well, "Mistakes can be

made and something as trivial as that was not going to interrupt his visit". He then pushed the horn button and both traffic indicators flicked out from their stations on the front door pillars. Release the button and they both popped back in again. "Can't be right", he would try it again, this time leaning across the front bench seat to get a better view of the left hand indicator and in doing so ran off the side of the road. "Those tractor apprentices!!!!" In the violent motion of getting the van back on to the road the horn started blowing again but this time with him only holding the steering wheel. Turning the ignition off stopped the horn but once the ignition was back on so was the horn. Only thing to do was to pop the bonnet and pull the wires off the horn itself.

The visit was made and the boss set off for home in the dusk of the evening. He turned the lights on, all was well, but when he went to dip the lights, the head lights went out and, no it could not get worse but it did, the traffic indicators again popped out on both sides of the vehicle. He had dared not try the windscreen wipers!!

By the morning the boss had seen the funny side of it. He was grateful the van didn't catch fire with the shorting of crossed wires. He made it very clear though we would spend our lunch time fixing the birds nest of wires, and it was not just the apprentices!

The Rotorua Tractor and Machinery Club invites you to our
annual

Tractor and Machinery Working day

and swap meet

Where: Corner of SH 5 and Oturoa Roads, Mamaku

When: Sunday February 26th 2023



Gates open at 10.00 a.m.

The assistance of the
Mamaku Volunteer Fire Brigade and the Mamaku
Community is greatly
appreciated

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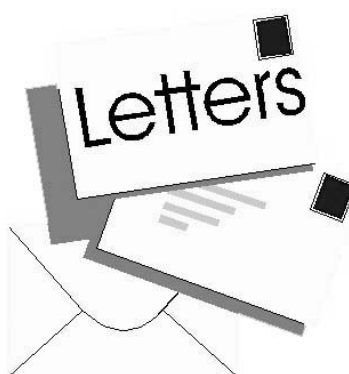
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THE FUTURE OF OUR HOBBY IN A CARBON-FREE AGE

Dear Vicky

Some time ago I posted a photo of a vintage machine on a Facebook group page. It drew mixed reactions. It was a photo I took 30 to 40 years ago and showed a steam locomotive blotting out the sun with a blast of coal smoke out the funnel.

Reaction ranged from the ecstatic (what a beautiful sight) to, at the opposite end of the scale, those who thought such things should be banned. This got me thinking about where I personally stand on the issue, particularly in relation to our hobby of saving old iron, whether it be trains, planes, cars, tractors, traction engines or engines.

I have every sympathy for those who advocate the banning of fossil fuels to lessen the effects of climate change on the planet. Recent climate crises across the globe have shown we might almost have left things too late and that the little that is being done is not enough. Equally, I have every sympathy with those attempting to preserve history in all forms, especially mechanical. Most of these people are doing this work simply for the enjoyment they gain, and not for any other reward. In the process they are doing a great deal to preserve the ways people who came before us worked and the types of equipment they used.

My concern is, if we can no longer obtain and/or use fossil fuels in the not-too-distant future, will all these preserved machines be simply static exhibits, unable to be used? Or will provision be made for occasional exhibition use?

Many will say the day will never come. Don't be too sure. We've recently seen Boris saying no new petrol or diesel cars will be sold in Britain after 2030 – eight years away. With the recent demise of Boris that may not happen, but he was acting on the advice of advisors and those advisors are still in place. There will be increasing pressure to eliminate all types of carbon fuel unless there is no alternative, and where it is allowed lower demand and higher freight costs will make fuel difficult and expensive to obtain.

We must be allowed to continue displaying our restored machines in an active fashion to some degree, not simply as static items. We need to make the decision makers aware we exist and what we would like to do.

So, after all that, my real question is, what are those of us who are interested in traction engines, tractors and stationary engines doing about this? I know the railway organisations have a national body (FRONZ) and the vintage car people have the VCC of NZ. I'm not sure about the aviation enthusiasts, but as far as I am aware there is no national body that can lobby on behalf of the vintage agricultural machinery sector. Should we speak up about wanting to hold occasional events, or should we just build bigger sheds to hold static exhibits?

Michael Hanrahan

Thanks for your letter Michael. Thought provoking. What do other people think about Michael's views? We would love for you to let us know, and we will print your replies in our next magazine - Editor



Club Register

New Zealand's

vintage machinery clubs

Please help keep this register up to date

It is used by a lot of people wanting to contact clubs, but can only be useful if it is accurate. If you already send us your newsletter, we will update your details from it each time they change. Otherwise, please send your mailing address each time you change Secretary.

Ashburton Railway & Preservation Society, P.O. Box 5051, Tinwald.

Auckland Steam Engine Society, 47 Oriel Ave, West Harbour, Auckland 0618 gray.quayle@xtra.co.nz

Awarua Communications Museum, PO Box 722, Invercargill 9840. Ph 0274 237 465. www.awaruauseum.co.nz

Buller Classic and Vintage Machinery Club, c/- 24 Toreia Street, Granity 7650.

Canterbury Steam Preservation Society, c/- Andrew Gillanders, P.O. Box 6172, Christchurch.

Case & Vintage Farm Machinery Club of NZ Inc, c/- Keith Howden, 35 Dynes Road, RD8, Christchurch, 7678, (03) 347-9467.

Central Southland Vintage Machinery Club, 10 Winton-Wreys Bush Highway, RD 3, Winton Ph (03) 236-8847.

Cheviot Vintage Machinery Club, c/- Bev Cameron, 701 Sisters Road, RD 4, Cheviot.

Christchurch Historic Machinery Club, c/- Alan Mattingly, 60 Teesdale Street, Russley, Christchurch 8053.

David Brown Club of New Zealand, c/- Alan Mitchell, 28 Roache Rd, RD 4, Morrinsville 3374

East Otago Vintage Machinery Club, c/- Noel J. Sheat, 1RD, Palmerston, Otago.

East Coast Museum of Technology, PO Box 971, Gisborne.

Eaves Steam Sawmill Nightcaps Trust, 15 Benson Rd, Nightcaps, Southland, (03) 225-7739.

Edendale Vintage Machinery Club, P.O. Box 19, Edendale.

Ellesmere Vintage Club, C/- The Secretary, PO Box 80, Leeston 7656

Fairlie Heritage Museum, 49 Mt Cook Rd, Fairlie 7925. Contacts: Anne Thomson, c/- Resource Centre, 64 Main Street, Fairlie or Helen Beastie, (03) 685-4824.

Fiordland Vintage Machinery Museum, Bob Anderson, P.O. Box 188, Te Anau.

Franklin Vintage Machinery Club, c/- Ian Robb, 90 Beach Road, Papakura 2113.

Geraldine Vintage Car & Machinery Club, The Secretary, 178 Talbot St, Geraldine.

Hauraki Vintage Machinery Club, c/- Peter Williams, 1482 Kaihere Road, RD 1 Ngatea 3597.

Hawke's Bay Vintage Machinery Club, c/- Tom Davey 027 223 1797. 25 Longview Road, Paraiti, RD 2 Napier, 4182. Email: secretary@hbvmc@gmail.com

Hokonui Pioneer Village & Museum Inc, Waimea Street, Gore. C/- Nancy Stonach, 14 Maitland St, Gore. (0273) 109 105. www.hokonui-pioneervillage.co.nz

Horowhenua Vintage Machinery Club, C/- Rod Clifton (027) 442 2477. PO Box 1157, Levin 5540. www.horowhenuavintageclub.co.nz

Hurunui Vintage Machinery Club, c/- R.H. Miller, P.O. Box 74, Harwarden.

Kaikohe & District Historical & Mechanical Society, P.O. Box 55, Kaikohe.

Kaipara Heritage Machinery (Dargaville) Inc., President, Bill Fitness, Ph (09) 439-7108 or 021 106 3635.

Manawatu Vintage Machinery Club, C/- Club Secretary, 5 Berkley Place, Palmerston North

Marlborough Vintage Farm Machinery Society,

C/- The Secretary, PO Box 527, Blenheim. secretary@marlboroughfarmingmuseum.nz www.marlboroughfarmingmuseum.nz

Methven Vintage Club, C/- PO Box 70, Methven.

Mid Canterbury Vintage Machinery Club, c/- David Breeding, P.O. Box 390, Ashburton.

Middlemarch Vintage Club, c/- Peter Murdoch, P.O. Box 35, Middlemarch.

Museum of Transport and Technology, P.O. Box 44 114, Point Chevalier, Auckland.

National Agricultural Heritage & Clydesdale Museum, Private Bag 3015, Hamilton.

Nelson Vintage Engine & Machinery Club, c/- Secretary, Stephen Caunter. NelsonVEMC@xtra.co.nz, Facebook@NelsonVEMC

New Zealand Vintage Machinery Club (Canterbury), c/- Mr IE Jonasen, PO Box 20082, Bishopdale, Christchurch 8543

Northland Regional Museum, P.O. Box 1359, Whangarei.

Northland Vintage Machinery Club (Whangarei) Inc. North Otago Vintage Machinery Club,

C/- Neil Roberts, 15 Leven Street, Oamaru

North West Nelson Vintage Machinery Society Inc, c/- Frank Drake, PO Box 295, Takaka 7142.

Nuffield Leyland Tractor Club, c/- Ron Totman, Nickle Road, RD3, Cambridge.

Okains Bay Maori & Colonial Museum, Okains Bay, Banks Peninsula.

Otago Vintage Machinery Club, c/- Tom Rietveld, 027 435 5414

Otorohanga Vintage Machinery Club Inc, PO Box 174, Otorohanga 3970.

vintagemachinery.otorohanga@gmail.com www.vintagemachinery.otorohanga.net

Pleasant Point Railway & Historical Society, Railway Station, Pleasant Point.

Pigeon Valley Steam Museum Inc, c/- A.F. Palmer, 116 Aniseed Valley Road, RD1, Richmond, Nelson.

Rockville Machinery Museum, c/- W. McLellan, Collingwood Postal Centre, Collingwood, 7171.

Rotorua Settlers and Steam Museum (Te Amorangi Trust Museum Inc.) 43-45 Robinson Ave, Rotorua 3010. 07 345 9525

Rotorua Tractor & Machinery Club, c/- David Chatterton Ph 027 675 1147 thegrange@xtra.co.nz. PO Box 106 Ngongotaha 3041.

Society Of Rural History Ferrymead, c/- A.J. Ebert, 46 Bay View Road, Redcliffs, Christchurch, 8.

South Canterbury Traction Engine & Vintage Steam Club, c/- Ian Urquhart, 33 Brosnan Road, RD4, Timaru 7974. Ph 03 688 4280.

South Otago Vintage Machinery Club, c/- F. Bunting, Cossens Street, Balclutha.

Southbrook Traction Engine Club, c/- 158 White Street, Rangiora.

Southland Stationary Engine Club, c/- Adrian Irving, Waimatua, RD11, Invercargill.

Southland Steam Engine Club, c/- Callum McLeod, 748 Pioneer Highway, Brydone (03) 206-6333.

Taranaki Vintage Farm Machinery Club, c/- Dave Hunger, Ph 06 765 8641.

Taranaki Aviation Transport & Technology Museum Inc. Kent Road, 8km South New Plymouth, State Highway 3 opposite Lake Mangamahoe. (06) 752-

2845 tatatm@xtra.co.nz

Tauranga Vintage Machinery Club, c/- John Carmichael. 027 329 2155. Club address: 79 Bethlehem Road, Bethlehem, Tauranga 3147

Aotea Utanganui - Museum of South Taranaki, 127 Egmont Street, Patea. Marie McKay, Secretary.

The Steam Traction Society, P.O. Box 410, Feilding.

Thornbury Vintage Tractor & Implement Club, Foster Road, Thornbury. PO Box 5059 Waikiki 9843

Tokomaru Steam Engine Museum, c/- Damian Groves, 742-744 Makerua Road, Tokomaru. 021 209 0060

Top of the South Tractor Group, c/- B.A. McKenna, 16 Meihana Street, Takaka.

Tua Marina Vintage Traction & Machinery Club, Secretary Rod Clark. littlejumbo1910@yahoo.com

Tuapeka Vintage Club, c/- Bruce Young, 22 Harrington Street, Lawrence.

Vintage Engine Restorers Auckland (VERA), c/- Harry Maidment, 3 Gigi Place, Conifer Grove, Papakura 2112. (09) 298-8695, harry.denise@xtra.co.nz

Waikato Vintage Tractor & Machinery Club, c/- Brian Scott (07) 887 3525. www.vintagetractors.co.nz

Waimate Vintage Car Club, 4 Harris Street, Waimate.

Waimea Plains Vintage Tractor & Machinery Club, c/- PO Box, 1, Riversdale.

Wairarapa Vintage Machinery Club, c/- John Arnold, 105 Jervois Road, Dalefield, RD 1 Carterton.

Wellington Vintage Machinery Inc, c/- P.O. Box 40214, Upper Hutt.

West Otago Vintage Club, PO Box 35, Tapanui. Email: wovintageclub@gmail.com

Westland Industrial Heritage Park, PO Box 100, Hokitika 7810. Ph 0276 291 935

Waterwheel Historic Trust, c/- 5 Powdrell Rd, R.D. 4, Whakatane.

Whangarei Stationary Engine Club, c/- R John Eynon, 34 High Street Raumunga, Whangarei

PRIVATE MUSEUMS:

Matthews Vintage Collection, Winston & Lyn Matthews, 5km north of Taipa on SH 10, Northland, (09) 406-0203. E-mail winm-lynk@xtra.co.nz

Heron's Steam Museum, 183 Merton Rd, Fernside, Rangiora.

Packard & Pioneer Museum (Anawhata Museum Trust), Maungatapere. Fenton Craw, Tarai Station Rd, RD2, Whangarei, (09) 433-1536. Cars, Motorbikes, Machinery etc (Groups by appointment)

Beechfield Vintage Museum & Gardens, Neville & Janice Davison, 612 Otewa Road, RD 5, Otorohanga, (07) 873 8531

Andersonia Engine Museum, John (JT) Thorby, 120 Omoto Valley Rd, Kaiata, Greymouth 7805. (visits by prior arrangement only.) Closed June & July.

Tractorworld Museum, 12 Moutere Hwy, Upper Moutere, RD2, c/- Murray Boyes (03) 528-0903.

"The Sheds", Sharman Collection, Waiuku, Ph (09) 235-0917. (Traction Engines, Cars, Junk etc).

Ruapuna Park & Museum, Ngaire Hancock, Rangiwahia, RD54, Kimbolton, 4774 Ph (06) 328-2855. **Coach House Museum**, 121 South Street, Fielding, Manawatu (06) 323 6401. Piki Lowe. Open 7 days 10am-4pm. Group bookings welcome. manager@coachhousemuseum.org

Vintage Shearing Handpiece and Sheep Memorabilia Museum, Richie Gould, 43 Hammond Rd, Pleasant Point (03) 614 7466

The Woolshed Museum, WT Hone, Kohi Road, RD 1, Waverley (06) 346 5660

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