



Ancient Iron

Official Magazine of

Marlborough Vintage & Farm Machinery Society Inc.

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Upcoming Events:

Monthly meetings- first Monday of the month- 7:30pm Club Rooms, Brayshaw Park

Omaka Aviation Air Show Easter 2015

MVFMS AGM May 2015

50th Anniversary Celebrations- November 2015

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Safety Officer: Ken Barr

Acquisitions & Disposals : John Burnett

Bulletin Editor: Jocelyn Burnett

Publicity Officer: Ross Hamilton

Curator: John Burnett

Restorations: John Neal

Park Administrators Delegates: Jim Campbell and John Neal

Cottage: Shirley Shefford

Editor's welcome

Welcome to the first addition of Ancient Iron for 2015.

It seems like yesterday that we were looking forward to the Christmas/ New Year break and here we are a quarter way through this year already.

Heritage Day was a great success in early February and the Rai Valley A & P Show day saw the first signs of any rain for the year so far. Those who represented us from this Club, Ken Barr, Roger Schroder and Ross Cooke enjoyed a good day out, getting a little wet in the process.

The theme for the bi annual Omaka Air Show at Easter is ANZAC. This event will enable members to display tractors and machinery which were built in Australia and New Zealand.

During Marlborough Anniversary Weekend we will celebrate our 50th Anniversary with the Tua Marina Club .Keep this date free as it will be a big weekend for both Clubs. Plans are underway now with lots of activities planned including a street parade and a dinner on the Saturday night. Anyone interested in helping with preparations for this event are encouraged to go to a monthly meeting or contact someone who is already involved.

Thank you to everyone for all the effort you put into the running of the Club.

JocelynBurnett

Boundary Fence



More work has been done along the western fence line trimming over hanging branches from the blue gum trees that Bernard Mason planted over 20 years ago. This is in preparation to put up the new security fence that will go right around the south perimeter of MVFM.



The clean up to the south west corner of the boundary has been completed and the branches that are of a good size will be cut up, hopefully over the Easter break, when Bruce Graham will be here. He has volunteered to use his John Deere tractor with his saw bench to cut it up. When the wood has dried, in time for next winter, it will be sold to anyone that wants a good load of blue gum.

Cottage Update



Thanks again to the ladies who helped out on Heritage Day. A steady stream of young and old people flowed through the doors and bought jam, books and produce. Graham entertained many at the Rabbits Hut while Margaret had some very interested youngsters watch her work the spinning wheel.

Thank you to those who have helped keep the garden around the cottage tidy and watered.

We welcome Shirley back and eagerly await her next restoration project.

Jocelyn Burnett

50th Anniversary



Plans are well underway for this combined celebration of the Tua Marina and Marlborough Vintage Machinery Clubs.



The barley has been harvested and is now stored on the back of the old Austin truck at MVFM. A small group of enthusiastic members including Jeff Rowberry, Ross Cooke, Peter Tester, Jim & Dale Donald have put the binder through the crop. John Wratt then kindly donated his time and machinery and baled it into big round bales ready for thrashing over Anniversary Weekend in November.

The catering has been finalised for the Saturday evening and flyers are being printed and are due to be circulated to other Clubs soon.

A raffle is being set up and members from both Clubs will be asked to help sell tickets.

We urgently require members from both clubs to help with the running of displays to ensure this is a successful weekend. If you can help, please come along to the next meeting or contact a committee member.



Jeff Rowberry



Jim Donald



Cut and ready for the round baler



Baled and stored on the back of Old No.6 ready for the 50th anniversary.

As part of the organising for the 50th Celebration Sandra and Ray Welburn have been busy producing a Flyer & Registration Form that are due to be sent out to all known clubs in NZ. While there are a number of people busy getting things organised for the celebration, as mentioned above, Sandra and **Ray's computer skills have been put to good use** through not only producing the flyers but also sourcing through the internet a good price to have them printed. Another very time consuming job they have undertaken is to make contact with all 72 machinery clubs as listed in the Vintage Scene Magazine. This involved in most cases phoning all the Clubs only to find out that the contact names and phone numbers were out of date. Ray commented that one particular Club they could not find any contact details so he **used Google's Street View to virtually drive past the club to get a contact phone number off the Club's**

roadside sign!! They have now got an up to date data base of all these clubs. Sandra said that this list will be provided to all the Clubs so future events and other promotions can be circulated to keep everyone informed of upcoming events.

Not only have they been involved with the 50th but they have also been very busy putting their skills to good use by designing some new signage for MVFM. More about this in our next issue. While most of us have some knowledge (sometimes limited) of computers and the Internet it is great to have members like Sandra and Ray who are prepared to put their skills and time into these events and projects.



Advertising Flyer



Registration Form

Acquisitions



Laurie Saunders has donated to MVFM several very interesting items that his late father, Charlie had acquired. These include an Armstrong Siddeley generator, a 250 watt generator and an Ethyl Demonstrating Engine with an instrument panel. It was this item that had several of our members looking on the Internet to find out some more information about it. Back in 1916 General Motors were looking for an additive to improve engine performance because of problems they were having with fuel detonation. The Ethyl Corporation was formed by General Motors and Standard Oil of New Jersey in 1923. General Motors had the "Use Patent" for Tetraethyllead (TEL) as an antiknock

additive based on the work by Thomas Midgely and Charles Kettering. This machine was used to demonstrate the performance of different additives in gasoline, especially Tetraethyllead. I have added this article from the internet so you can get some background understanding of the subject.

At the turn of the twentieth century, as the age of automobiles was afoot, the gasoline-powered internal combustion engine began to reach the limitations of the fuel that fed it. As higher-compression designs were tried, an engine-wrecking condition known as "knock" or "ping" would invariably develop. Though they didn't know it at the time, the noisy destruction was caused when the increased heat and pressure prompted the air/fuel mixture in the cylinder to detonate all at once as opposed to an orderly burn. In spite of this problem, there was a demand for high-compression designs since they provided increased horsepower and fuel efficiency.

In 1921, after a long string of inadequate solutions, a clever chemist named Thomas Midgley developed a fuel additive which eliminated ping problems while increasing fuel efficiency.

Mr. Midgley's anti-knock enterprise began in 1916, when he was tasked by his employer to address the shortcoming in America's gasoline. Knock was particularly problematic in aviation applications, where high-performance aircraft engines were stymied by America's low-grade fuel supply. It had long been known that adding a large amount of ethyl alcohol to gasoline would eliminate the engine-injuring

knock, however such blended fuels were much more expensive and had an inferior energy-to-weight ratio, making them a poor substitute.

Working for the General Motors Research Corporation over several years, Midgley pinched all manner of substances into his one-cylinder laboratory engine to test for anti-knock properties. After trying hundreds of candidate compounds-- including such unlikely materials as camphor and melted butter-- Midgley's boss Charles Kettering pointed out that certain red flowers were able to bloom in the snow. The researchers wondered whether the red colour allowed greater heat absorption. Lacking any red dye, the chemists added a splash of violet-coloured iodine to their fuel, and found that it dramatically reduced the knock in their test engine. Unfortunately iodine was too corrosive and expensive to consider as an additive, but the results suggested that a small dab of the right chemical might be all they needed. When the researchers later tried some actual red dye, it had no effect; their red-colour reasoning had been flawed, but fortuitous.

With the guidance of their accidental discovery, Mr. Midgley's team tacked sections of the Periodic Table of Elements to the laboratory wall, and used it to single out the compounds with promising properties. This step-by-step process gradually revealed additives of varying effectiveness, but most of the best candidates produced a fragrance that was a grave insult to the olfactories. "I doubt if humanity, even to doubling of fuel economy, will put up with this smell," Midgley confided in a letter to a colleague at Du Pont. But a few potentials remained among the heavier carbon elements. Neither silicon nor germanium worked too well, but an organometallic tin-based liquid called tetra-ethyl tin nearly silenced the knock, and with no objectionable odor. Only lead remained to be tried, an exciting prospect due to lead's extreme low cost. Since America's existing oil fields were dwindling, and imported oil was costly, the discovery of an **inexpensive mileage-increasing additive was certain to bring with it a river of money**. The company chemistry lab cooked up a modest batch of tetra-ethyl lead (TEL) on 09 December 1921, and the researchers squeezed a few drops into their test rig. To their delight, even a tiny amount of the thrifty fluid completely silenced the engine knock. The smidgen of lead had effectively increased the temperature at which the gasoline ignited, a fuel characteristic which would come to be known as its octane rating. Midgley and his men, it is said, danced "a very unscientific jig" in celebration.



Lead had one decisive drawback, however, which was its tendency to cause harmful deposits in human blood, bones, and brains. Though naturally-occurring lead is extremely rare, it was cheap to refine, and a cinch to manipulate.

The article then went on to talk about the associated health problems that lead can cause and its eventual phasing out of lead in petrol.

Midgley in the laboratory



A big thank you to Mr. Saunders for these donations which I'm sure will generate a lot of interest during future open days.

Luton Commer Car



The remains of this old "Luton Commer Car" truck chassis has been donated to the club by John Hickman of Taimate, Ward. Thought to be about WW1 vintage it was originally owned by T & J Young, Liquor Distributors, Wellington. The Hickman family bought it sometime in the 1920's to use on their farm. By the late 1930's the engine no longer ran but it was still used to cart hay by towing the truck. Unfortunately the engine is lying somewhere at the bottom of the sounds as a boat anchor!!



A good second hand computer has been purchased for the Club to allow copies of minutes, acquisitions, monthly finances and other Club related information to be stored. This will be connected to the Club printer so amongst other things those who do not receive minutes of meetings etc can print off a copy.

Restorations



Restoration work on “Kate” the McLaren steam roller is progressing well and Peter Tester has informed us that the next job will be the annealing and swaging of the boiler tubes before fitting them. Most of the motion gear is complete and now fitted.

Busy at work is John Johnson, part of the restoration team, fitting the flywheel and key.

Restoring a 1949 International TD6



In 1978 the final drive bearings in this old TD6, that belongs to the Donald’s of Kaituna, had collapsed. After pulling it all to pieces to determine the extent of the damage, it was decided it would be easier to replace it. So an Allis Chalmers HD 5 with a GM 2-71 in it took its place and that machine is also still working on the farm today. Thirty Five years later in 2013 it was decided that if the motor wasn’t seized then it might get restored. After cutting back the Barberry bushes that had grown over it, the crank handle was found and it turned over. “Not bad” said Dale, “as it only had an old fruit tin put over the top of the exhaust pipe”!!

The front end loader was brought in and the TD6 was picked up and taken to the shed where the restoration project could begin. The steering clutches were removed and serviced with new brake linings fitted. The master clutch was removed, checked and refitted with new linings on the clutch plate. The front and rear crankshaft seals were replaced. The cylinder head was removed to give it a valve grind but everything else including the injectors looked okay. The radiator top and bottom tanks were removed to clean it out. The track frames had a tidy up with some bottom rollers being replaced.

A new muffler, gauges, decals and spark plugs from America were fitted. New fuel and oil filters along with an oil change saw the motor ready to go again, which it ran very nicely, reported Dale.

The rods in the hydraulic cylinders had to be remanufactured as the old ones had rusted away where the seals sit.

The "A" frame for the blade and side arms were sandblasted and the tractor was then repainted. The first job for the TD6 after it was restored was to clear a road into the barley paddock so it could be planted for the 50th centenary.

"Although it has been 37 years since its last job it ran very well and with only 8000 hours on the clock she'll be good for a lot more. It's a nice little dozer with the American Bucyrus blade gear on it that's done a lot of work at home and around the district", said Jim.



Heritage Day: February 2015

Members enjoyed a busy weekend over Anniversary Weekend preparing and participating in the Club's annual Open Day at Braysshaw Park.

Sunday will be remembered for the very blustery wind but there was no rain and a good crowd enjoyed the displays. A large number of families with young children enjoyed the hands-on displays such as the hand pumping of water, the vintage tractor displays and the rides on Thomas and in the old School bus. Warren was a very popular man in the blacksmiths shop after an article in the mid week paper. Children were keen to watch him at work which was evident by the large crowd which gathered around. A steady **stream of interested people visited the pioneer cottage and many stories were told of "how it was done years ago."**

Other popular displays included the line up of chain saws and the rotary hoes.

The Patchett Green, kindly loaned by the Vintage Car Club for the weekend was an ideal spot for the displays. Hopefully we will have our green area ready for next year's event.

Members of the public enjoyed a cuppa in the Denton building while Jim Donald, Helen Campbell and their team were kept very busy on the barbeque.

The Grand Parade was a sight to be seen with members showing off their favorite machine. A number of interested people enjoyed a ride on the tractor that they had worked on in their working life.



DEFIBRILLATOR : Brayshaw Park

The Park has this very important piece of equipment on site but it is of no use if its whereabouts is unknown. Equally, we should all know how to use it if the need arose.

Find below a set of instructions which has been kindly donated by Steve Austin. Please take the time to read these and familiarise yourself with them. If there are enough interested people I will arrange a training evening later in the year. I am happy to take names and organise this.

Finding and Using the Defibrillator: Instructions

The **Defibrillator** is housed at the Ken Looms Cottage in the Brayshaw Heritage Park.

From the museum or MVFM head towards the red telephone box at the corner of the Ken Looms Cottage;



Follow the garden path to the veranda;



At the top of the steps you will see the white box marked with a red cross;



Inside the box you will find the Heartstart Defibrillator;



Open the Heartstart Defibrillator case; inside you will see the following - (as per picture):



Follow the instructions with regards to turning on the defibrillator;



Place the pads as directed;



Continue to follow the instructions as stated by the Defibrillator;

until the ambulance arrives.



John Neal is a man of many talents, seen here cleaning out the west side of the workshop at MVFM to make



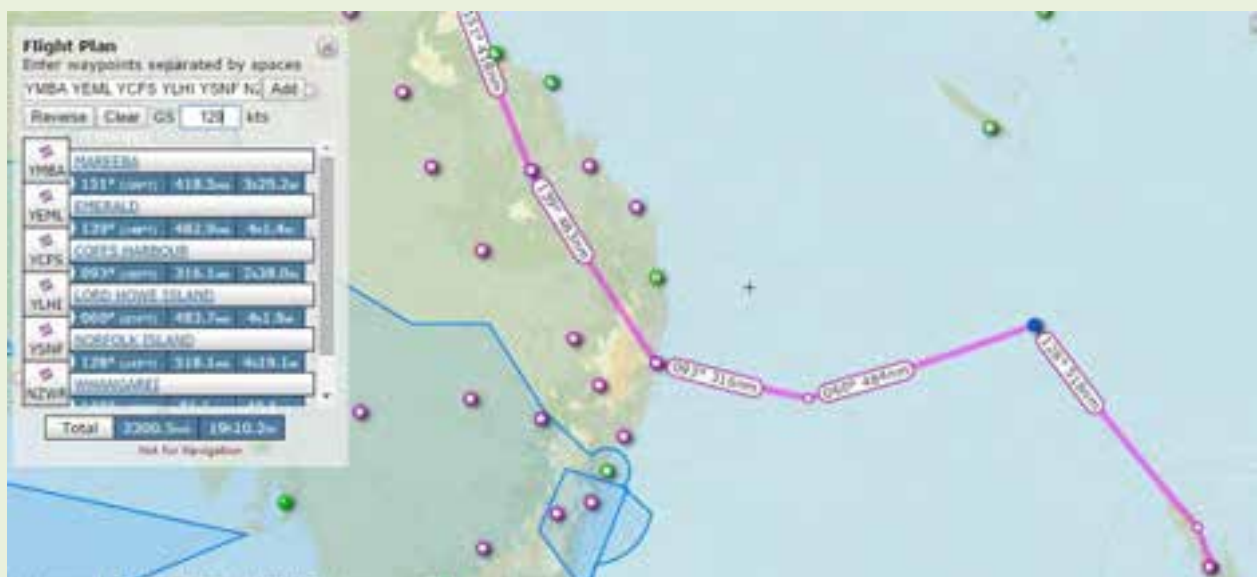
room for the 1920 Hanomag Z25 crawler so he can continue with this restoration project that he is leading. John as you know is also our **Club secretary but it doesn't** end there!! His service to the community is second to none!! An ordained Anglican Minister of some 45 years standing, he and his wife Pam have long been involved with the Church of the Nativity. John is the secretary for Brayshaw Park Administrators, a member of both the Jaguar Car Club and Amateur Radio Club but one organisation that he is involved with that you may not be **aware of is the "Mission Aviation Fellowship New Zealand"** of which he serves on the Board and as its Chief Pilot. Some of you might also know that John is a

Qualified Commercial Pilot and Flight Instructor and it is the combination of these passions that saw him head for Australia several weeks ago to fly a Cessna 206 aircraft back to NZ. This aeroplane has been a workhorse for MAF in Northern Australia and Cambodia for many years before being retired from the fleet, refurbished and acquired by MAF NZ.



John was joined by Rick Velvin, a fellow New Zealander currently from Cairns, who is a very experienced pilot and flight instructor at the MAF Flying School at Mareeba.

They left Mareeba in the 206 on Monday, 9 March and took the whole of the first day just to fly down the eastern coast of Australia to Coffs Harbour, a journey of some 482 nautical miles which took 8.5 hours flying plus a stop for fuel at Emerald. The following day they flew east from Coffs to Lord Howe Island (316 nautical miles away), refuelled the plane then left for the 4.3 hour leg (484 nm) north-east to Norfolk Island. Then, on the Wednesday, the final 4.3 hour leg of 481 nm to Kerikeri to clear Customs and Immigration before completing the trip at Ardmore in South Auckland.



While the plane had just sufficient internal tankage to complete these flights without supplementary fuel, a 200 litre drum was mounted in the back of the plane, together with pumps connected to the fuel line from the starboard wing tank, to give the plane a total fuel endurance of nearly eight hours if needed. Whether the two pilots had a similar personal endurance was quite another matter, fortunately not one that was tested!



Fortunately, the weather was largely clear, sunny and with light tail winds for most of the way. The engine, a six cylinder, 520 cubic inch Continental capable of 300 horsepower never missed a beat, making the hardest aspect of the flight trying to remain comfortable when sitting in a single seat for 4.5 hours at a time!

Here in New Zealand this plane, re-registered ZK-MAF, will be used for MAF candidate training and assessment and to aid MAF NZ publicity by attending Air Shows around the country. Its New Zealand debut is scheduled for the Easter Air Show at Omaka, Blenheim in April.

Congratulations to you both on what has obviously been a well executed plan. We at MVFM would like to wish you and Mission Aviation Fellowship New Zealand along with your Cessna all the best for the future.

Roger Jones's Shed



Roger's shed is nearing completion.
We look forward to you filling it up with all your machinery Roger.

Wither Hills Winery sheds



These are the sheds that Wither Hills Winery have offered the Club if we would like to remove them to MVFM.

Inquiries have been made to ascertain whether it would be feasible to move the sheds separately in one piece. Once moved the sheds would require new foundations and a yet to be decided location for them. These sheds would be a great asset to the Club as we are desperately in need of more sheds.

Graham Sloan



This is truck number twenty for Graham Sloan but this is one of the first types of trucks that he drove in a long career in the transport industry as both a driver and owner/operator. This photo was taken at our recent Heritage Day and we caught up with Graham after that to hear a little of his very long and interesting career. While still at college in Oamaru, Graham would go out with his father who worked for Maheno Transport driving OLB Bedfords. Graham was put behind the wheel of one of these trucks driving around a paddock while the older men would load hay on the back. Although he tried his hand as a carpenter it was truck driving that was his real passion. At the young age of 15 he was driving a 1948, 5

ton Bedford that had been bought by his employer, from an Otago Butter factory that already had **100,000 miles on it. Graham's first trip to Mosgiel**, to pick up some plants and return to Oamaru, took about 7 hours. The old 5 ton Bedford would take him all round the district and he **says with a grin, "I got my HT on my 18th birthday"**!!

In 1968 he moved to Timaru to work for General Foods where a TK Bedford with a 300 cubic inch petrol engine would take him to Temuka, Rangata, Mount Peel, Geraldine and back to Timaru again delivering their produce.

1973 saw Graham return to Oamaru where he was employed by McKeown & Graham to drive their fuel tanker delivering Mobil fuels to farms in the Hakataramia Valley, Lindis Pass and Mt Cook areas using a Ford D800 single drive towing a steel semi trailer/tank with a capacity of about 1800 gallons.

The hydro electricity earth works in the Mckenzie Basin had started by this stage and he was also delivering fuel to some of the big contractors on this project. Graham played a big part in building up the farm trade business and was soon doing the same with customers on the hydro projects.

By this stage the Mckenzie Basin was humming with thirsty earth moving equipment. He was soon travelling from Oamaru to Twizel and then into Timaru to fuel up at the port and back to Twizel to off load before heading back to Oamaru to load again to repeat the process the next day. This would happen 6 and sometimes 7 days a week where he was clocking up 80 plus hours a week, no log books then!!



A new Ford D1000 with a 504 Cummins in it, with an alloy body and a **"Dolly Axle"** under the old steel semi trailer increased the capacity of the unit to about 4500 gallons but the frequency of the trips stayed the same. Graham was supplying fuel to the Ministry of Works, Dick Collis, Green & McCahill & **Butson's to name but a few.**

In 1976 after 3 long years on the road an opportunity arose for him to have a go in the transport industry by himself which would see him build up his own contracting and general cartage business. This also included using his trucks to deliver meat carcasses to Christchurch retailers.

Here he is standing on the left in this photo with some of his staff and two of his meat transporters that were fitted to the trucks for the night run to Christchurch and back.



The next twenty years would see G R Sloan running, at times, a 24 hour operation with contracts to the NZ Post & Telegraph, gravel supplies, general cartage and as mentioned supplying meat to Christchurch. Graham said that operating in the transport industry at the time had its challenges because it was a very regulated industry with some strong competition that sometimes resulted in court cases to settle differences between the operators.

In 1996 it was time for a change of scenery and Graham, with his wife and family, headed north to Blenheim where they bought a milk round which they ran for 8 years. By this time there were changes in the milk industry as well, so it was time for some more changes in the Sloan camp once again, this time driving for T C Nicholls and a bit later working for Firth Certified Concrete as a driver and running their batching plant.

With all that stuff behind him now and enjoying retirement he has more time to spend on No.20 and working in his vegetable garden which is one of the best I have ever seen!!

“I used to drive a 1948 Commer Q15, 15cwt truck, just like this one in my younger days and when I saw it on Trade Me I got interested in it and bought it”. Graham has tidied it up a bit, repairing some surface rust and has made a few improvements to the engine performance.

Thanks for sharing some of your life with us Graham and displaying your Commer during the Heritage Day for us to all enjoy.

New Members



Campbell Jackson has recently moved from the West Coast. He has found a job in an industry that he loves to be involved with working for Transmar Services who carry out maintenance and repairs on a wide range of automotive vehicles. Jackson has restored 2 long wheel base “K” model Bedfords, a 1.5cwt Commer Superpoise, Allis Chalmers “B” tractors, Fordson Major tractors and Ruston Hornsby stationary engines that were used in saw mills. He has also worked on a range of vintage fire trucks such as the Ford Jail Bar, D series Ford’s, series 2a Landrover’s, Dennis McLaren and model A Ford’s.

That’s pretty impressive Campbell, welcome aboard and we look forward to putting those skills of yours to good use at MVFM.



Rhys Goodman's work as a loco driver for Kiwi Rail has brought him to Picton from Ashburton where he was involved with the Plains Museum **fixing and maintaining steam locos** as well as **driving and firing them**. During his time at the Plains Museum, he was also involved in **restoring some of the tractors there, maintaining most of the farm machinery while also working on the farm**. While he likes most old tractors, Rhys particularly likes the Farmall W6 and MB models. Rhys commented that there is a guy in Ashburton who is trying to sell me his MB. "I'd love to have it but I don't have the money at the moment!!" He also likes working with the old bulldogs and **judging by the size of that loco an old bulldog shouldn't be too big a challenge to handle!!**

Welcome to MVFM Rhys, we hope you enjoy your time with the Club and we're sure you will find an old W6 that requires some attention when your busy work allows you some time off.

Rhys and a Banker loco waiting for a train.

Trevor May



Trevor at the wheel of the MCC's Model T Ford during the recent Heritage Day

We have enjoyed many talks with Trevor over the last few weeks regarding his association with **Marlborough Vintage Farm Machinery Society which started in the mid 1970's**. Trevor is now a life member of our Club and first got involved through Norm Brayshaw. Other members at that time include Rob McCallum, Roy Jones, Ken Anderson, Ralph Denton, Gordon Ham and John Cresswell, Jim Nelson, Geoff Carr and Donald and Stuart McCallum.

Trevor and Norm went on "lots of big goose chases" around the country side to retrieve machines and other treasures and find a home for them at Brayshaw Park. Norm knew of a Field Marshall that was just out of Murchison that belonged to a bloke by the name of Flemming. They found it in a river bed half buried in shingle, starlings had made their nest in the fuel tank and it had been driving a saw mill. It had another Field Marshall behind it which was connected to the first one through a flat belt. Trevor said when the first one started to load up, the governor on the second one would open up and give it a bit more power!! They only bought the one back "but should have bought the other home too because it **wouldn't have taken much to get it going as well.**"

On another occasion Rob McCallum and Trevor went to Leeston to get the Lanz Bulldog tractor from **Giltrap's** which was complete except for the front axle. Trevor and Rob loaded it onto the old Bedford **that belonged to the McCallum's**. On another trip, they were picking up an Allis Chalmers model U from Frank McKenners in Rolleston. Just out of Cheviot on the return trip home, Stuarts old Bedford dropped a valve while another trip took them to Clover Bay to pick a McCormick Deering 10/30 from **the Harvey's farm**.

There was a trip to Picton one evening with Rob to retrieve a crane, built for the US Army Air Force to remove and refit aircraft engines. "It almost destroyed the clutch on the old Holden ute that we were using to get it back to Blenheim," laughs Trevor.

Trevor started work in 1943 as a young 17 year old with the Marlborough County Council at the Renwick end of Rapaura Road, Foxes Island. There he worked with pick and shovel to load trucks (mainly leylands) with river run. Basil Hundleby was the engineer at the time.

Prior to that at the age of 16, Trevor would get up at 5am each morning in the Christmas school holidays and push bike for half an hour out to Alan Craven of Cravens Road. There, at the crack of dawn he would work all day stooking wheat, barley or flax. The flax was stacked onto a truck and transported into town to the flax mill where Mitre 10 sits today which was near the old Public Works. There it went through a digester and came out looking like it was half rotten. This would enable the fibre to be removed and further processed so it could be made into ropes and other products.

Not long after he had started working for the Marlborough County Council, Lucas Bros were looking for an apprentice to replace Bud(Alwyn) Rose, who Trevor went to school with. Bud had been called up to the Air Force and Trevor thought he would have a try at becoming a motor mechanic. Ed Lucas was away in the army so Trevor worked for Fred, thus 43 years of service commenced. Trevor said that Fred was a very good mechanic and that he had worked with Bill Birch who had built the Marlborough Engine and the Marlborough Car. Apart from a short term at Hipkins, the BMC dealer, Trevor spent just about all his working life with Lucas Bros. They got on well and Fred taught Trevor a lot during their time together. Starting on a wage of 12 shillings & sixpence a week and a 5 year apprenticeship, Trevor soon worked his way through that and his trade qualifications to eventually pass his Advanced Trade Certification which would earn him an extra 1 penny an hour.

At weekends during the war, because of the shortage of manpower, Trevor would work for Rob McCallum on his hay balers and thrashing mills at Riverlands and Lower Wairau.

After some considerable time in the workshop Trevor had a change and spent time preparing used cars for sale. After some changes in the used car department Trevor went to lend a hand in the tractor shop in Springlands for a week which turned into at least 4 years. A lot of time was spent delivering farm implements to farms all around the district. Trevor enjoyed these times and made many friends in the process. We asked Trevor, of all the things he had worked on, what was the most enjoyable one, to which **he replied "working on the old Ford V8 side valves, they ran beautifully after a tune up or overhaul"**.

Trevor retired in 1986 at the age of 60 years. He will celebrate his 90th birthday on the 20th December. He is often seen at the Marlborough Vintage Car Club, which he joined in 1958 and is now Patron. He likes to get up to the club on a Wednesday to catch up with everyone.

Trevor tried flying in his younger days, Tiger Moths, Austers & Piper Cubs but had hurt his back at **Lucas's which meant his right leg would go numb and "that made it difficult when a bit of right rudder was required."**

He has owned several motor bikes including a 1928 Triumph 350 side valve, 2 AJS's, 1954 Ariel and he finished on a Honda 50 step through. Also 5 or 6 vintage cars including a 1925 Hupmobile which he bought from Manny McDonald but had to find another body for it. A 1929 Ford A Tourer which belonged to the Marlborough County Council, Morris Oxford, Morris Minor, 72 & 73 Triumph TC, Transit V4 campers and numerous other family cars.

Falling health has seen Trevor admitted to hospital in the last few weeks but he is always keen to have a chat and reminisce about times gone by.

John & Jocelyn Burnett

Big Toys



Super Yacht Serene As photographed in the Marlborough Sounds by the editor in the beginning of February just outside of Shakespeare Bay. It was built in 2011 at a cost of NZ\$431m

Weight 8231 tonnes
Beam: 18.50m (60'70")
L.O.A.: 133.90m (439'30")
Crew: 52
Max Speed: 20 knots
Cruise Speed: 15 knots
Engines: 8 x MTU 4000 series

No doubt some of you read about the Serene in the Marlborough Express when she was here. Ken are you still looking for club members to go on a fishing trip? Perhaps we could have a whip round and raise the \$2.4 million required for a week's charter and head away on this floating palace!!



This Boeing C17 Globemaster visited Woodbourne in February. It's an impressive aeroplane that only requires a pilot, co-pilot and a loadmaster to fly it. The aeroplane costs in the vicinity of \$225 million US Dollars.

The C-17 Globemaster III uses roughly \$88.14 worth of fuel per nautical mile (1.5miles) flown (assuming \$6 per gallon of jet fuel).

Length of take off: 7600ft, 3000ft to land, rate of climb 1500ft/minute
Four Pratt & Whitney PW2040 with 40,440 pounds thrust each
Wing Area: 3,800 sq. ft. (353.03 sq. m) Wingspan to winglet tip: 169.8 feet (51.74 m)
Length: 174 feet (53.04 m) Height at tail: 55.1 feet (16.79 m)
Fuselage diameter: 22.5 feet (6.86 m) A C130 Hercules fuselage can fit into one of these
Cruise Speed: 540 mph (869km/h; Mach 0.73) Max Speed: 570 mph (917km/h; Mach 0.77)
Range: 4,700 nm (8,704km) without cargo, Unlimited with inflight refueling
Service Ceiling: 45,000 feet (13,716m) Operating Weight: 276,000 pounds (125,192kg)
Fuel Capacity: 181,054 pounds (28,000 US gallons = 107,520 litres)
Max Payload: 169,000 pounds (76,657kg)
Armament: None

ANZAC 100 Years



Left to Right – Peter Tester is holding a plaque in memory of Herbert Vivian Edmondson 63124 of the 2nd NZ Entrenching Battalion, NZEF. He was a great uncle to Peter's wife Sue. He was a farmer and came from Motupipi in Takaka. He died on the 28th June, 1918 aged 31 as a prisoner of war in Germany and is buried in the Marfaux British Cemetery, Marne, France. The Memorial Plaque was issued after the First World War to the next-of-kin of all British and Empire service personnel who were killed as a result of the war.

The plaques were made of bronze, and hence popularly known as the "Dead Man's Penny", because of the similarity in appearance to the somewhat smaller penny coin. 1,355,000 plaques were issued, which used a total of 450 tons of bronze and continued to be issued into the 1930's to commemorate people who died as a consequence of the war.



Ken Barr is holding his father's war medals. Sergeant Major James Alfred Barr 7/659 was awarded the DCM by King George V on the 2/1/1918 for Gallantry and Devotion to duty. Although badly wounded, he refused to leave the field until he had given all possible assistance to his officers in getting his section together after it had suffered heavily from shell fire. His pluck and devotion to duty deserved the highest praise.

Sgt/Major Barr was "Mentioned in Dispatches" by General Sir Archibald Murray K.C.B., who was the ANZAC Commander in the Middle East, on the 18/3/1917 and 26/6/1917.

He was also awarded the 1914 – 1915 Star, British War Medal and the Victory Medal. Theatres of operations he served in include Gallipoli, Mudros, Egypt and Palestine.

Ken's father had spent 3 years with the Canterbury Mounted Rifles before the war and during the start of the war. He later served with the NZ Mounted Rifle Brigade and the NZ Machine Gun Squadron.

John Neal is holding one of over 800,000, hand made ceramic poppies that were on display in London and have since been sold to raise money. This poppy belongs to a friend of John's and will be on display at the RSA during the ANZAC remembrance celebrations.



From 5 August 2014 to 11 November 2014, a major artistic installation entitled 'Blood Swept and Seas of Red Lands' saw the Tower of London's famous dry moat filled with over 800,000 ceramic poppies, creating a powerful visual commemoration for the First World War Centenary. The ceramic poppies were on sale for £25 each with net proceeds, hoped to be in excess of £9.5 million, being shared equally amongst a group of carefully selected Service charities.

All poppies were sold by late October.

Landing Ship Tank 283

In our last issue of Ancient Iron we told you about Ian Le Grice and his travels on the MS Rawhiti. This has generated quite a bit of interest. It was built for the US Navy as USS 283. Here she is riding at anchor, possibly at Halifax, Nova Scotia prior to sailing for Great Britain in convoy. On her main deck amongst other landing craft is Landing Craft Tank – 594.



LST 283 was used as part of the Normandy landings and while I can't find an actual photo of it at Normandy there are plenty of similar landing craft on the beach during the invasion. Here is one such photo on the left of LST 325 in the back ground with tanks and a bulldozer also disembarking. Note the wire netting in the foreground of this photo. Once the beach head was secured the Engineers arrived and starting laying out the netting so lighter vehicles could get traction on the soft sand. LST 283, after off loading her crew and supplies, anchored off Utah Beach to receive the wounded before ferrying them back to England.



- ❑ Following World War II USS *LST-283* was assigned to Occupation service in the Far East from 20/9/45 to 20/11/45
 - ❑ Decommissioned, 13 June 1946
 - ❑ Struck from the Naval Register, 22 January 1947
 - ❑ Sold for conversion to commercial service, 25 March 1947, to Northrup H. Castle, Honolulu, HI., named M/S *Rawhiti*
 - ❑ Purchased by Peru, 21 December 1951 for service in the Peruvian Navy as BAP *Chimbote* (LST-34)
 - ❑ USS *LST-283* earned two battle stars for World War II service
- Total number of LST's built in the USA 1198

The keel for LST 283 was laid on the 2nd August 1943 at the American Bridge Company, Ambridge Pennsylvania. Two months later she was launched and workmen completed her on the 5th November ready for her long trip down the Ohio and Mississippi rivers to be commissioned on the 18th November. Ian said when they painted her, the weather was so cold that by the time it reached New Orleans it had to be repainted again!!

As well as being part of the conflict in Europe, LST 283 was also involved in the Pacific, making the long journey to Japan. Ian has a copy of the ships log if anyone would like to read more about her travels.



The EMD 12v567

General Motors 12 cylinder – 567 cubic inch/cyl., 900hp, 2 stroke diesel which two of these were fitted to LST 283.



Photo on the right shows the 567 series engine being assembled.

MVFM AGM It's nearly that time of the year again which means it will be time for our President of the last two years, Bernard Mason to stand down. We would like to thank Bernard for his effort and contribution to the Club over the last two years.

Our Secretary would like to remind everyone that the AGM will be held in the Denton Building in May (date to be advised). Nomination forms for the various positions will soon be available from the Denton Building. All those seeking nominations will need to have this form filled out and presented to the secretary before the start of the meeting.

Congratulations

Happy Birthday to all who celebrate their birthday in March, April and May.

Illness

To any Club Members who are feeling under the weather at the moment either with a cold or something more serious, we hope that each day will bring an improvement and you will soon feel better and be back on the road to good health.

For those who are planning a hospital admission, all the best and we hope you will be up and about again soon.

Next Issue

Hope you enjoy reading this edition of Ancient Iron as much as we have enjoyed putting the various articles together. There is a lot more to report and we welcome any articles of interest for our next edition.

Due to our extended holiday we may be a little late with the next newsletter.

Until then, keep up the good work and remember to take a few photos of anything that can be included in our winter edition.

Jocelyn Burnett

