



NEWSLETTER

MAY 2015

The Historic Machinery Club of Tasmania inc.,
P.O. Box 8, Penguin Tas 7316

Meeting First Tuesday Each Month
7.30 p.m.

OFFICE BEARERS 2014-2015

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Ivan Best 17 Old Cam Road, Somerset. 03 6435 2953 / 0418 129 938

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Chatwin • Phillip Weeks • Trevor Sherriff (dec.) Kelvin & Joan Fielding
Dulcie Steers • Peter Lawrence (dec)

LIFE OF A MF 135 – PART 2

(continued from January Newsletter)

...and so the story continues. The MF 135 stayed up at Brian Ling's for a few more years being used for the occasional job around the property and leading a life of leisure.

Meanwhile I began searching for tractor parts both here and abroad using local companies and the internet to source after market components as authentic as possible.

Then in 2014 the restoration work began, the 'old girl' was stripped back to bare bones and looked very second-hand indeed!



Thomas Elson was called in to fix oil leaks in the front and rear main seals in the engine, fit new trumpet housing gaskets, check the clutch and take care of any other mechanical work.

The skid unit/chassis was paint stripped and hot pressure cleaned, before being painted Stoneleigh Grey by Brian's brother Robbie.

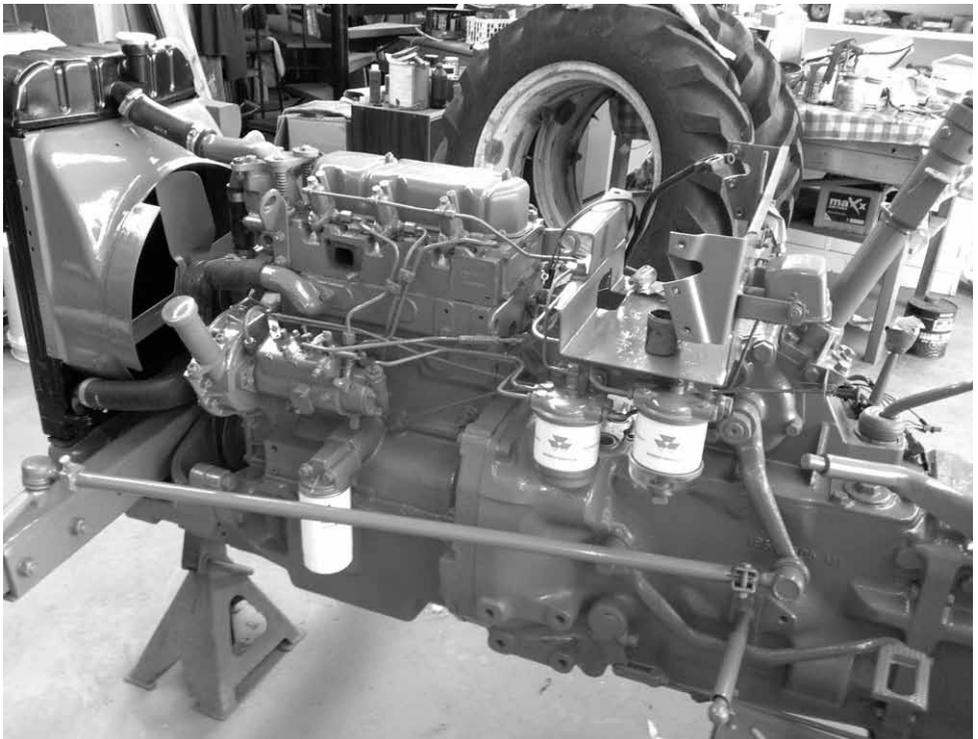
The mud guards, guide lights and dash board were also cleaned, stripped and re-painted MF red all set for fitting.

After the paint had hardened and preparations were completed,

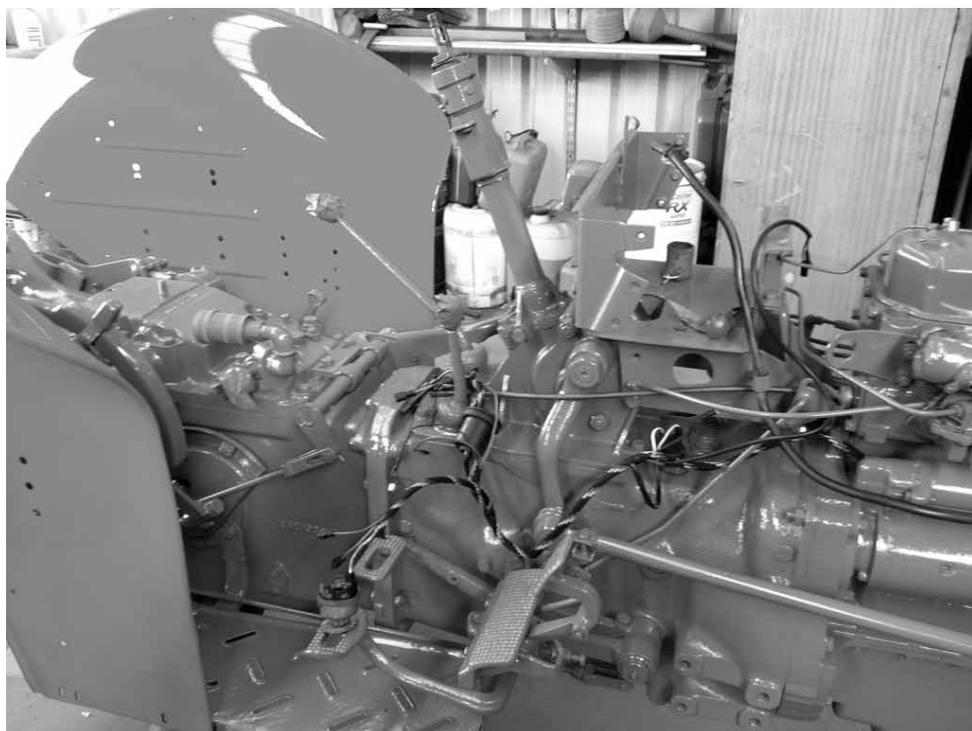
the assembly began, all mounting brackets and plates were refitted and the tractor began to take shape again.

Although Brian did the lion's share of the restoration work with the help of a few other people, I cleaned up some of the smaller bits and pieces at home. The original bonnet had seen better days, rust was creeping in and the rolling accident down the hill had caused quite severe damage, so I decided to replace it with a new one. I eventually settled on a Sparex bonnet from Clark Equipment (Bepco) in Invermay (When we unpacked it we found it to have an average quality paint job, but did not have enough time to have it stripped back and re-painted). I restored the old grille, side panels and the chin by rubbing them back using wet and dry sandpaper, and then applying anti-rust solution, primer and finishing with several coats of the appropriate black or silver.

The mud guards were fitted, dashboard, fuel tank, water pump, thermostat, fan belt, radiator, hoses, air cleaner, throttle lever and



linkages. Next step was to assemble the bonnet and grille and apply decals and 135 badges. We had some difficulty in aligning the bonnet and grille as the bolt holes in the Sparex bonnet were slightly different to the original, so some filing was required to make things line up. When satisfied with the bonnet, we then began to fit it to the tractor needing the assistance of a ratchet tiedown to line up the bolt holes on the dashboard. When the bonnet was eventually fitted, we called on auto electrician Glen Monson to fit the new wiring loom and wire up the new backlit gauges. After all the electrical work was completed, coolant and diesel were added, we then bled the fuel system and once free from air the engine fired up. It was great to hear the three cylinder Perkins burst into life and start chugging away again! The following day we fired her up again with just as much pleasure and spray painted the exhaust with white heat proof paint...the correct colour for the model.





The last job was fitting the new steering wheel which took a bit longer than expected as we were unable to find the right size key to fit the steering shaft. After trying six different sizes we eventually had a drivable tractor, and the only jobs left to do were mostly cosmetic which included applying warning decals, painting tyres and touching up paint...the tractor was now ready for the National Rally with only a few days to spare.

New parts for the restoration included the bonnet, all instruments and gauges, radiator and hoses, thermostat, headlights, water pump and hoses, fuel tap, fanbelt, steering wheel, all four tyres, seals, gaskets and grommets, wiring loom, seat and cushion, battery and battery lid fastening kit, hand brake lever assembly, brake linings, badge bar and decals.

The tractor was transported to the National Rally at Quercus Park in late February/March on Brian's trailer and was displayed with Brian's three furrow Ferguson plough attached. It was a great feeling to see the old girl back to her former glory and witness so many other amazing old machines in a wonderful setting over three days.

Kingsley Percy

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**Please give Heath, Glenn, Nick or
Janine a call.**



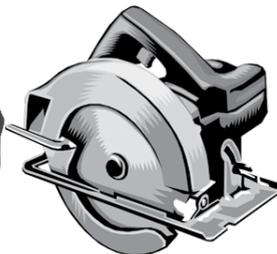
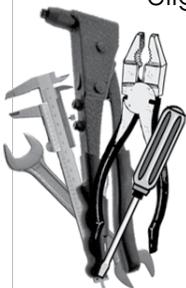
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NHMA Insurance

There has been some discussion about NHMA insurance recently and this list of questions and answers was given out at the last meeting. I have printed it here for the benefit of those who were unable to attend the meeting.

To assist the members, a list of frequently asked questions has been put together as a point of reference. Quite often the questions are simple and if the members have access to the information, it can save them a phone call and/or point them in the right direction.

Are there any age limits under the Voluntary Workers Personal Accident Policy?

Yes, the policy only covers members who are between the ages of 10-80.

Does the NHMA policy cover non-member volunteers?

Not at present.

Where can I find a summary of the policy cover?

Please refer to the NHMA website where the policy schedules have been made visible for all members.

What activities am I covered for?

The occupation insured under the policy is listed as Voluntary and not for profit restoration and display of Historical Machinery. Standard Activities of Member Clubs include club and association rallies, social & fundraising events, swapmeets, tractor pulls and displays at shows. Where there are activities outside of this or if you are unsure whether something is covered, you must refer your query to the NHMA Committee so that they can organise approval under the policy.

Can I have a Certificate of Currency to include interested parties?

Yes, depending on the nature of the interest e.g. If a rally is being held on private or council property, the policy can be endorsed to note their interests in respect of the particular event and property. Anyone requiring a Certificate of Currency noting an interested party should contact the NHMA insurance Broker, Arthur J Gallagher in Perth who will be pleased to assist.

Are Miniature Rail Rides or Rail Related/Rolling Stock Activities covered?

Not at present. Should you require additional cover for this, the NHMA Broker, Arthur J Gallagher can assist you with your liability requirements for these activities.

Is Liability for Amusement or Mechanical Rides covered?

These can be considered on a case by case basis. If you are unsure or require cover, please direct your enquiry to the NHMA Committee or the NHMA Broker, Arthur J Gallagher.

Are livestock display, demonstration and rides covered?

These can be considered on a case by case basis. If you are unsure or require cover, please direct your enquiry to the NHMA Committee or the NHMA Broker, Arthur J Gallagher.

Are other agricultural or commercial activities covered?

These can be considered on a case by case basis. If you are unsure or require cover, please direct your enquiry to the NHMA Committee or the NHMA Broker, Arthur J Gallagher.

Is work on boats or other vessels over water covered?

No, the liability policy is designed to cover land based activities around the restoration, preservation, display and demonstration of agricultural machinery. For clubs who require cover for vessels or alternative means of liability coverage for activities over water, the NHMA Broker, Arthur J Gallagher can assist with these requirements.

Is my equipment covered for theft or damage?

No, the NHMA does not provide cover for loss or damage to members equipment, machinery or other property and members should seek their own cover.

How do I know what permits I need for my vehicles/equipment?

You should check with the relevant local/state authorities what is required. Be mindful that if you are passing through multiple states you will need to be sure you comply wherever necessary. It is the responsibility of each member to ensure that their equipment and vehicles comply with any relevant statute. Rally organisers/Event organisers should ensure any specific requirements are communicated to all taking part in their events.

Why do we have Safety Guidelines?

NHMA Safety Guidelines exist first and foremost to protect members, the public and ensure the longevity of the association so that they can continue preserving and promoting of historical machinery. The guidelines help members adhere to Occupational Health and Safety law and other relevant legislation. They are also used by your Insurers as a means of risk management and help to keep insurance premiums down. It is important that all dubs and their members follow the guidelines for the benefit of an involved.

Who do I contact about changes to the NHMA cover?

All queries regarding changes to NHMA policy should be directed to Ken Bock or Alan Shepherd in the first instance who will discuss. The NHMA Broker, Arthur J Gallagher cannot take instructions to change the NHMA policies from individual dubs or members.

Who do I contact with general insurance questions?

You should contact the NHMA Broker, Arthur J Gallagher in Perth on (08) 6250 8300. DO NOT contact the Insurance Company directly. The Insurer will direct you to speak with your Broker who manages the policies on behalf of all member clubs.

Has the NHMA changed Insurance Brokers?

No, Arthur J Gallagher, the world's fourth largest insurance broking and risk management company, has expanded its presence in Australia through the acquisition of OAMPS Insurance Brokers. The OAMPS brand ceased with effect from 1st December 2014. There are no changes to your service team or how your policies will be managed.

William Holyman, (1833–1919) by W. F. Ellis

William Holyman (1833-1919), master mariner and shipowner, was born on 17 December 1833 at Barton upon Humber, Lincolnshire, England. His parents took him to Hull where his training for maritime service commenced at Trinity House School. His father was lost at sea in 1839. In 1847 Holyman began his apprenticeship on a coastal ship trading out of Hull. He completed his articles in 1854 and then joined the barque *Elizabeth Ratcliffe*, sailing to Launceston where she berthed on 12 June. Holyman left his ship to join the schooner *Victory*, sailing between Tasmanian and Victorian ports. In 1855 he transferred to the coastal trader *Amelia Francis* (Captain William Chapman). On 15 December Holyman and Chapman married daughters of James Sayer at Devonport, Holyman to Mary Ann; they had three sons and a daughter.

Holyman settled at Devonport and worked on barges owned by his father-in-law. In 1861 he returned to active command in the ketch *Cousins*. Ten years of profitable trading in her on the north coast of Tasmania encouraged him to buy the paddle-steamer *Annie* in 1871. This venture was not a success and she was sold in 1873, discouraging Holyman from further use of steamships for many years. All his sons qualified as master mariners and in turn commanded ships which were added to the fleet of the family company, William Holyman & Sons. In 1882 the company registered their ships as the White Star Line. In 1882 Holyman's only daughter Susannah married Harry Wood, a shipbuilder at Devonport. This added an important service to the Holyman company, which later bought several ships for enlargement and renovation at Wood's shipyard.

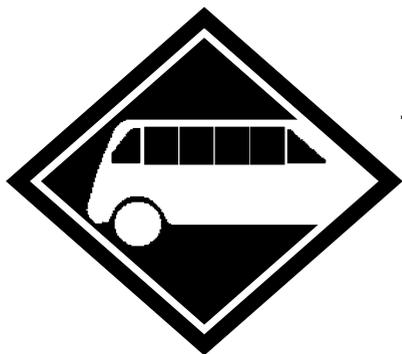
Holyman retired from the sea in 1886 and visited England with his wife. He then gave his full attention to management of the company, to his interest in music, reading biblical history and community affairs. He was an active founder of the district library and Chamber of Commerce and was elected to the town board, later becoming its chairman. He was a prominent Freemason and Oddfellow and a member of the Protestant Alliance Federation. After his wife died

in 1900, the management of the company was again revised with William, the second son, assuming the management of the company from his father and transferring its head office to Launceston. The company continued to expand its fleet and its operations. In 1911 they bought automobiles to carry mail from Launceston to Beauty Point, the first regular mail service by motor car in Tasmania; pastoral estates of 27,000 acres (10,927 ha) were also developed on the islands of Bass Strait. Later the company inaugurated a commercial airline.

Holyman senior died at his home in East Devonport on 18 August 1919, survived by three sons, a daughter, thirty-one grandchildren and eighteen great-grandchildren. His son William died aged 63 at Launceston on 29 September 1921, leaving an estate of £57,155 to his wife Honora, four sons and five daughters.

W. F. Ellis, 'Holyman, William (1833–1919)', Australian Dictionary of Biography, National Centre of Biography, Australian National University, <http://adb.anu.edu.au/biography/holyman-william-3788/text5991>, published first in hardcopy 1972, accessed online 4 May 2015. This article was first published in hardcopy in Australian Dictionary of Biography, Volume 4, (MUP), 1972

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28 Fergie tractor parts new and used, also has 6" flat pulley drive belt (17 foot) 12 ton pipe bender, 1/2"- 2" for hire (members only) Contact Michael Clarke, phone 6442 3875.

Britstand Concrete Mixer, very large. Contact Mark Austin, phone 0407 120 090, or Phil Weeks, phone 0408 330 813 for more details.

Howard Rotary Hoe, Gem, 1953, Price negotiable, John Lee, Phone 6496 1354.

Massey Harris MH 11 side delivery rake, in good order. Phone Barry Evans for details and location. 6491 2654

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ALLEN OXFORD Mower, Sundial Engine? Details phone Roderick Cuthbert 03 6394 7320, mob Rod, 0427 919 794, or Mary,(wife) 0427 947 320

1945 Chev Maple Leaf truck, dual wheels, in going order. \$7000. See Jim Pearce, Edward St, Somerset. Ph 0407 522 095

Old tools. Call John Pethybridge for details.
Phone / fax 6437 2600 or PO Box 400, Penguin, Tas 7316

John Deere ride on mower, 54" cut, \$1500
Phone Mark Mooney 0417 880 483 or 6384 1038

Sunshine chaff cutter and seed cleaner. Contact David Perry for details 0418 140 901

Early Ferguson petrol tractor 21 HP with a roll frame. (Service Book included), **Ferguson Disc** (2 furrow) and **Mould Board** (3 furrow) **Plough**, **Ferguson Hay Rake** (been restored & painted), **Ferguson Mower** (rattler) Phone Graeme Odgers 6452 2505

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Castings in Bronze, Aluminium, Austral Bronze, Copper. Small or Large Castings, no problem. Call Dwayne Kingston,
Phone 0428 686 568.

A contact for Lister info. David Bailey, Flinders Island, Ph. 6359 3513.

Got something to sell or want to buy something.
Phone Lyn on 0429 968 623, post to 201 Stoodley Road, Stoodley 7306
or email lynrichards56@gmail.com Photos welcome.

First you forget names, then you forget faces.
Then you forget to pull up your zipper but it's worse when you forget to pull it down.

I have been asked to include a recipe occasionally so here is the first one for you. I have made this myself and can assure you it is delicious. Even good just as a dip!

Apricot and Mustard Chutney

2 teaspoons mustard seeds 1 teaspoon cumin seeds
1 teaspoon coriander seeds 4 cloves
10 black peppercorns 3 dried chillies
2 dried bay leaves 2 red onions, coarsely chopped
2 Granny Smith apples, peeled, cored, coarsely chopped
5cm-piece fresh ginger, peeled, finely grated
250ml (1 cup) red wine vinegar 1 teaspoon salt
1kg apricots, coarsely chopped 1 teaspoon paprika
510g (2 1/4 cups) white sugar

1. Cook mustard seeds in a small frying pan over medium heat, shaking pan occasionally, for 1-2 minutes or until the seeds start to pop. Transfer to a bowl. Add cumin and coriander to the pan and cook, shaking the pan occasionally, for 1 minute or until aromatic. Place the cumin, coriander, cloves, peppercorns, chillies, bay leaves and 1 teaspoon mustard seeds in a piece of muslin and tie with kitchen string to make a pouch.

2. Process the onion, apple and ginger in a food processor until finely chopped. Transfer to a stockpot or large saucepan. Add the spice pouch, vinegar and salt. Bring to the boil over high heat. Reduce heat to medium-low. Cook, stirring occasionally, for 10 minutes or until apple is tender.

3. Add apricot, paprika and reserved mustard seeds. Simmer, stirring often, for 15 minutes or until apricot is soft. Stir in the sugar. Increase heat to medium-high. Cook, stirring often, for 20 minutes or until mixture thickens.

4. Ladle the chutney into sterilised jars and seal. Store in a cool, dark place. For extra flavour, make this chutney at least 3 weeks in advance. Store in a cool, dark place or the fridge.

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Members exhibiting at Agricultural shows will not be entitled to a BBQ provided by the Club. This may be at members discretion if BBQ facilities are available.

Newsletter items

Please send to:

Lyn Richards

email -

lynrichards56@gmail.com

201 Stoodley Road,

Stoodley 7306

Phone 0429 968 623

Items including photos and anything you think may be of interest to members to be sent before 20th of month prior.

Members please note

It is a requirement that you please display your name tag at our monthly meetings and also at our machinery displays. This will help our new members to get to know the rest of us, thank you.

Please note if you require a name tag please let Ian Bessell know. Contact details are on page 2 thank you.

Next Meetings

June 2nd

July 7th

Meetings start 7.30 p.m.

Members please bring food for supper.

If you have an item of interest for show and tell please bring along and share or even a good joke.

The NHMA Mission Statement.

The NHMA Inc is an Association of enthusiasts from across Australia, formed in 1987 by a small band of clubs with similar interests that provides a fellowship with common interest of collecting, restoring, displaying of Heritage Farm Machinery, Tractors, Vehicles and Associated Memorabilia.

The necessity of a working handbook for NHMA member clubs has grown over the past years. The issues of insurance, safety matters, club record keeping have and will continue to become more complex. It is also becoming more difficult for clubs to elect officers who are willing to take on these positions that are vital to the clubs future. The guideline handbook is now updated regularly, to keep up with latest developments. The main theme is on SAFETY FIRST AT ALL TIMES.

Taken from the NHMA current guidelines. Your President, Secretary and Treasurer have the current handbook. Please ask if you would like to check on an issue.