NEWSLETTER

August 2026





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Farewell Brian Scott

Brian was a long-time member of HMCT. He served as president and vice president. We spent a lot of time together on 4 Sassafras Heritage Farming weekend committees and the committee for the 2015 National rally at Quercus Park. Brian was a keen exhibitor and was always up for a chat. His background as a diesel mechanic came in handy when doing restorations. Brian also served as NHMA rep for Northern Tasmania.

A tribute to Elaine Voss

Elaine and Viv became members of the HMC in the early years of it being formed, with Elaine taking on the role of Treasurer in 1996 and again in 1999 to 2003.



Elaine was a meticulous guardian of the club finances, keeping a tight rein on unnecessary expenditure!!

The club needed to fundraise, and in those days as membership grew, we had a lovely group of ladies willing to organise functions, such as annual dinners and Xmas celebrations.

On open days, there were always hot scones, sandwiches, hot drinks, and the much-demanded savs.

Elaine was always happy to be on the door, and look after the financials.

Elaine was Secretary in 1997 to 1998, and also in 2011.

Another one of her roles was to send out birthday cards and also sympathy cards when required.

Elaine was a fun-loving person and loved to shop and travel. She was a very loyal member of our club and always a willing worker.

Kaye Ling







MEETINGS

Club meetings are held at the Penguin club rooms at 7.30 pm on the first Tuesday of the month

ANNUAL GENERAL MEETING

Please note that the AGM has been moved to Saturday September 5.
It will be held at Furners Hotel in Ulverstone.
We will be meeting at 12.00 for a meal with the AGM to be held after.

Please call John Booth to book your place for the meal

This year's Christmas party will be held at Furners Hotel in Ulverstone on December 5 Please contact John Booth for bookings.

We have to get in early to secure the booking

MEMBERSHIP RENEWAL

Your membership renewal was due by 30 June.

If you receive your newsletter by email, your renewal form was a separate attachment to the email. If you don't have the equipment to print it, please contact the secretary to arrange a hard copy. You will not require a hard copy if your details are the same as last year.

BUY & SELL

WANTED TO BUY

Item	Details	Contact	Phone No.
Vintage Axes	Do you have any old axes laying around in your shed?	Ian Clayton	0400 624 805

WANTED TO SELL

Item	Details / Price	Contact	Phone No.
	If you have anything you want to sell you can advertise it here		

CLUB MERCHANDISE

Cloth Patch $12	Car Sticker $1	Metal Badge $8
Limited quantities of T-Shirts & Polo Tops Contact Lyn Richards		

Do you want to buy club logo'd clothing?
Tasmanian Clothing Company 19 Bay Drive Spreyton can provide this.
Drop in to see them or call on 6427 2256 to order.

FORD-FERGUSSON AIRPORT TUG



Ford-Ferguson Moto-Tugs were specialized World War II-era aircraft tractors manufactured from 1942 to 1944. Created by converting standard Ford 9N and 2N agricultural tractors, these squat, low-profile vehicles were primarily used by the US military to move planes on aircraft carriers and military airfields.

HELP NEEDED

Our Annual General Meeting is coming up in September.

We are in a situation that a lot of clubs find themselves where the committee members have been serving in their positions for a long time and deserve a break.

Have you ever considered nominating for a position? These roles are vital for the club to continue. Previous position holders are always on hand for advice and support when you are new to a role.

History of the 1915 Mogul 8-16 HP Tractor

It was stated that in 1906, Robert Crellin Kermode bought the 200-acre farm – a part of the Vermont Vale Estate, and called this West Kentish property 'GLENMARK.' He then installed a farm manager named Sam Arnold, who developed the land and grew some excellent crops and vegetables, winning many awards at interstate Shows.

During this time, a railway line from Railton to Roland had been built, and passed right through this farm. It was opened on November 6th, 1914 – and here enters Mr Lionel Weeks - born 13 June, 1891!

Private Lionel Weeks of Staverton was a soldier in WW1, a member of the Staverton Light Horse, and was one of the first Kentish men enlisted. After 2 months in the Gallipoli trenches, he was hit in his hip, by a Turkish bullet (which he kept after it had been removed, along with a piece of his rifle that had been shot out of his hands while aiming at the enemy, on a separate occasion.)

Lionel was the first wounded soldier to be returned to Kentish to recuperate; and he was welcomed by a large crowd at the Sheffield Railway Station in September 1915 as he rode on the steam train to Roland. After the welcome ceremony in Sheffield, Lionel continued on to Roland, where his Staverton family and friends were waiting to greet him. ***(After his 2-month recuperation, he returned to the war front in November 1915, where he was again wounded before finally being discharged in March 1919).***

In 1917, Mr Kermode arranged for Sam Arnold to obtain the first tractor in the Kentish district from a firm named Duncan Loane in Devonport: an International Mogul with a petrol start-up, but ran on kerosene. It was very noisy, travelled at 2 miles/hour, and was used also to pull a chaff-cutter.

It was used in the celebrations for the ending of WW1. There was a procession through the town of Sheffield and the Mogul was decorated and pulled a 4-wheel dray. The photo shows a number of local people riding on the dray.



The Mogul was used around the West Kentish, Roland area until about 1930. Les Cox was a local farmer/contractor and he used it to tow and power various implements such as a straw press (baler), a chaff cutter, stone crusher and also used as a power plant to run a sawmill. It is not certain whether Les actually bought the Mogul.

Robert Weeks who was born in 1923 & purchased the Mogul in 1947. It was laying idle at the back of a farm at Staverton belonging to Algie Wotton. Robert paid 15 Pounds for the tractor.

Robert and his brother Clive Weeks spent some time removing a mass of blackberries that had covered the tractor. It had been there for some time since 1930 and the wheels were sunken about 6 inches into the ground. Fortunately, the engine had not suffered any frost damage as did happen with abandoned machinery which often cracked vital parts of the engine rendering them unserviceable. Apparently the engine started relatively easily and they were able to load the tractor onto a truck and the transport it to the Weeks property in Barrington.

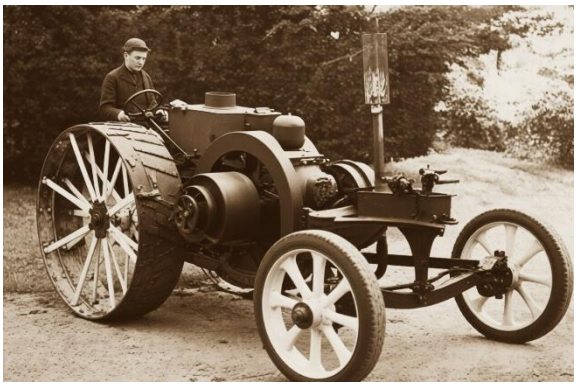




Robert used the tractor to power a small sawmill which was located in the front yard of his parents' home. Photo showing the mill and the tractor in the background.

The Mogul has remained in the Weeks family since 1947. Clive used the tractor for various tasks including installing a crude slashing attachment just behind the front wheels. It consisted of a differential that was modified to act as a right-angle drive unit. A cutter was mounted on the tail shaft input shaft and the drive was from one axle that had a belt to the tractor flywheel.

At one stage the tractor was damaged when it tumbled off a truck. The damage was mainly to the font wheels and the steering mechanism. Clive was unable to repair the broken parts so he removed the front wheels and fitted a set of wheels and steering gear from a 1913 Leyland truck. The tractor was still useable but it looked quite odd with solid rubber-tyred wheels on the front.



This photo of Phillip Weeks on the Mogul, accompanied an article written by Mr. Bob White, from Latrobe in Tasmania, an early member of the Vintage and Veteran Car Club.

"When Clydesdales and Bullocks were the order of the day for carting heavy loads, it was a very adventurous farmer who was willing to spend his hard-earned cash on one of the new-fangled tractors. Granted, tractors in those days could power a saw and didn't need feeding, but looking at the great heavy brute that our junior member Phillip Weeks of Barrington has restored, I wonder how many times the team had to be hitched to drag it out of the mud!

Nonetheless the Mogul is a mighty beast itself and can achieve the incredible speed of 2 M.P.H. in its only forward gear, while its single cylinder engine sounds as if it's internally haemorrhaging! Each explosion in the cylinder is clear, precise and loud. In those days you had to have a hefty set of lungs, not only to call the cows in, but also to talk over the top of your Mogul!

Built originally by International Harvester in the States, the Mogul was found by Phillip's father some years ago, at the bottom of a paddock and completely covered by the proverbial blackberries.

He spent the afternoon looking it over and without any complicated tinkering, the old engine thundered into life for the first time in thirty years.

After bringing it home, the Mogul powered the saw which cut all the timber for Mr Bob Weeks' first home. It is only over the last couple of years that his son Phillip has cleaned it out and repainted it.

There are only 2 gears: forward and reverse; and they work on the epicyclic principle of bands such as was seen on the T Model Ford. To start the engine: it is first primed with petrol and then switches over to kerosene. It uses a gallon of fuel every hour. Weighing 2 tons and developing 8 HP off the draw-bar, and 16 HP off the flywheel; the Mogul seems to be now headed for a long and interesting retirement.

Phillip has already shown it at the parade of Tractors & Traction Engines at the Devonport Show 1967, and last year he took it to Sheffield for the Dairy Festival there, where he hitched a trailer to it & towed kids around all afternoon."



Robert's eldest son Phillip decided to try and start the Mogul in the mid-60's while he was still at school. The motor was almost seized and the flywheel had to be levered over with a log of wood until the corroded part of the cylinder bore was free enough to allow to motor to turn over. (Pictured above are family members enjoying posing with the Mogul).

With the Mogul finally running again it was painted in a few different colours as the above photo shows. Phillip's father made some seats and fitted them to a farm trailer. The tractor and trailer were used in various events to take children for rides.

A full restoration was commenced in the 1990s. The cylinder was rebored and sleeved and new rings made for the piston. A friend in Queensland kindly offered to recast the broken steering parts using his Mogul items as patterns. A set of front wheels were sourced from Queensland as well. They had been used to make a farm gate and still had remains of the pipework welded onto the wheel rims.

The Mogul has been exhibited at many public events and always creates great interest.

It is very easy to start, which amazes people because quite often vintage machinery is notoriously hard to start. It has an impulse magneto which means the ignition spark is generated with very little flywheel movement.

About a cupful of petrol is added to the carburettor bowl, the choke applied and the mixture set. The decompression lever allows the flywheel to be turned until the engine fires, normally about the third click of the magneto. The choke is eased back and the decompression lever put into the running position. Once the cupful of petrol is almost used up the kerosene valve is opened and the engine is ready for work. Starting generally only takes a few minutes.

Some specifications of the tractor are as follows: -

- Horsepower: 8 from the drawbar and 16 from the flywheel
- Speed: 2 miles per hour.
- Engine rpm: 400
- 8-inch bore, 12-inch stroke
- One speed forward, one speed in reverse.
- Transmission is via a planetary gearbox meaning there is no clutch just bands to tighten on the spinning parts of the gearbox to achieve the required direction.
- The rear wheels have extension rims which are currently stored. The old treads have been removed to prevent damage to pavements etc.

(Photos: Phil in the Grand Parade at the Sassafras Heritage Farming Weekend).





Thanks to Phil and Marj Weeks for contributing this article

Contributions to the newsletter are always welcome and appreciated.
If you have an article you would like to submit, please send it to
allan.wilton@bigpond.com or contact me on 0409 516 290



Puffing Billy in the 1950's

Health And safety???

Not on my watch





The veteran car club put on an impressive display at Sheffield

























The Historical Machinery Club of Tasmania Inc
P.O. Box 460, Devonport, Tas. 7310
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www.hmct.com.au

Submissions for the newsletter are always needed and welcome.

Do you have a story or photo to share?

Please send your items either by email to: allan.wilton@bigpond.com
Or post to: 6 Hopkins Street, Leith 7315

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