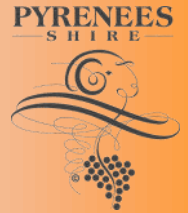




# GOLDSMITH



## THE PYRENEES HERITAGE PRESERVATION MAGAZINE

Edition 167 june/July 2023 Lake Goldsmith Steam Preservation Association Inc.

1234 Carngham Lake Goldsmith Rd. Lake Goldsmith 3373



### 100 YEARS OF HOWARD IN AUSTRALIA

**AN ANNIVERSARY REMEMBERED AT LAKE GOLDSMITH**

**THE 121<sup>ST</sup> RALLY WAS SUPPORTED BY PFG AUSTRALIA &**

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### Our Mission Statement



To foster, nurture, encourage and demonstrate technical, agricultural and life skills

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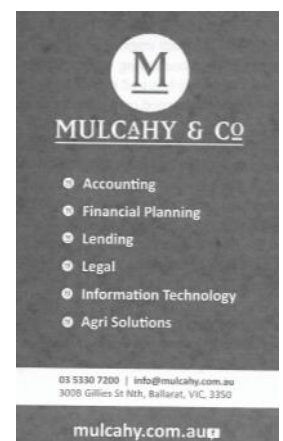
To provide a quality environment where these skills may be used to educate and entertain members and visitors.

To run two weekend rallies each year, and be available at convenient time for other interested groups or individuals.

To conserve and develop a heritage collection.

Find us on the net at:- [www.lakegoldsmithsteamrally.org.au](http://www.lakegoldsmithsteamrally.org.au)

Contact us at:- [info@lakegoldsmithsteamrally.org.au](mailto:info@lakegoldsmithsteamrally.org.au) or



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## COVID NOTE

**Covid has become something that we have learned to live with. Please be cautious. Visitors to the 122<sup>nd</sup> rally on Nov 4 & 5 2023 can check for any last minute changes before leaving home.**

**Welcome to Goldsmith Edition 167 November 2023**

**Howard Australia was the centrepiece of our 121<sup>st</sup> Rally with a display on the quadrangle and many other places as well. PFG and Howard Australia brought along some of their current range of Howard agricultural equipment, including a current model PTO driven AH Rotary Hoe and a EHD E slasher.**



**The weather was a bit fresh, but in the main the rain held off and a good crowd of visitors arrived to celebrate the 100<sup>th</sup> anniversary of Howards development of the Rotary Hoe.**

**Australia has had many manufacturers of agricultural and cultivating equipment, but few can match the success of Howard which started in NSW in 1923, when Cliff Howard developed the concept of the “L” rotary hoe blade that is still the key element in rotary cultivation. Power cultivation using rotary motion had been tried for many years but no one had any success until the hoe was invented. Fortunately Cliff Howard had enough business acumen to develop a company to mass produce rotary hoes for the Australian market, and with the world market in mind he established a manufacturing plant in England where the availability of material and components reduced manufacturing costs. Later, manufacturing plants were set up in Europe, Asia and the America’s, and imported into Australia.**

**Howard Australia continues this model with Australian designed equipment manufactured where material and parts are available at competitive prices.**

**Howard Australia is a wholly owned subsidiary of PFG Australia which is part of the New Zealand based Power farming Group.**

**Howard Australia is independent of any companies in Europe or elsewhere who still use the Howard name.**

**PFG Australia has its own design department, which includes part of Howard’s original Northmead team ensuring that the high standard of Howard implements is continued into the future. PFG/Howard controls manufacturing standards via its associated companies.**

**The PFG Australia display in the quadrangle at the 121<sup>st</sup> rally included a lot of privately owned Howard machinery from private collectors from around Australia. Of particular interest were two Howard Platypus tractors from Tasmania owned by the Perry family, who are keen to make contact with anyone who knows of any other Platypus crawlers in Australia. If you can help, please contact the Editor at:- [goldsmithgazet@optusnet.com.au](mailto:goldsmithgazet@optusnet.com.au) Ed.**



## HOWARD AT LAKE GOLDSMITH



PFG Australia set up their base in the quadrangle with a display of Howard 2000 Tractors with an assortment of attachments under the awning with a matching display of promotional material on the wall from the 1970's period when the 2000 was in production. Power ranged from 8 to 14HP and a large variety of attachments were available from the blade and loader bucket shown



above to slashers and mowers for lawns, Finger mowers for hay and of course a rotary hoe.

Howard made many other attachments including trailers, and many users made their







own for use in horticulture & vineyards.

The earlier Kelpie tractor was well represented with its tiller steering and open framework providing a clear picture of its construction. Below, President, Tre-



vor Oliver describes Mal Brinkman's early Howard Rotary Hoe fitted by Howard to this F model US manufactured Fordson Tractor. The Hoe drive was via an enclosed chain from the belt pulley which can be seen behind the drive wheel. This



model was Cliff Howard's production model which stayed in production until Henry Ford and Son Edsel closed the US production and set up at Cork in Ireland. Cliff Howard's first production ( six were Built ) was a 5 gang Hoe behind a truck like Chassis powered by a 60HP Buda petrol engine. ( see Goldsmith edition 165/166 on our web page. ) These were expensive machines and



the Fordson reduced manufacturing cost and opened up a huge market.

With Ford unable to supply tractors Howard designed and built his own at their Moss

Vale NSW factory. The DH22 started with steel wheels but soon pneumatics were added as can be seen below



The rotary hoe gave a degree of forward motion to the tractor when in use.



This allowed relatively small diameter (20") rear wheels and was an advantage in soft or wet soil which was an advantage in rice and cane areas.

Howard built up a good market and built a manufacturing plant in Malaysia. The well presented 3.5HP Howard Stinger on the left was manufactured in Ma-





laysia by ALATPERTANIAN SDN BHD, a Howard owned company, and sold by Coles Motors, their agent in Colac Victoria. Howard Australia is an independent company and has no ties to any other manufacturer derived from the UK company set up by Cliff Howard,

The 3 wheel Howard Hauler

was a light industrial tractor for industry or around in a storage area. The machine left and above left has a tray attached, and the machine on the right is a



tractor unit displayed by the MYSTEC in Scoresby. Both machines have their Bonnets removed to display the motor and drive.





**These Haulers were made at Northmead in Sydney, as was the Howard Farmette single tyne cultivator on the left and Howard farmette mower on the right .**

**The sawbench ( centre ) is mounted on a Howard Junior rotary hoe to make a practical backup use.**

**The 1947 Howard Cub ( left ) was also**



**made at Northmead by Howard Auto Cultivators and powered by a Villiers MK 10 engine.**

**On the right , this Howard Bullfinch was made in the UK by Rotary Hoes Ltd at East Horndon in Essex. It is powered by a 2HP JAP engine to drive the front**







mounted cylinder mower.

The Howard Gem hoes above were also made in the UK by Rotary Hoes Ltd. On the left is an inline 2 cylinder model, while the machine on the right is fitted with a US manufac-



tured Kohler engine. Howard had a big market in USA. On the left is a Howard 650, made in 1989 in the UK & fitted with a larger Kohler motor.



The 8hp aircooled V Twin on the left was manufactured at Northmead NSW in the 1930's and has a 45" cut.

The 12hp water-cooled hoe below



has a 32" cut. Both used Howard designed and built engines.

The early Howard Trencher did not have a power drive leaving the operator to pull it along. It is powered by a 3hp Villiers engine.

The Howard 12 below from the 1950's is fitted









*A self propelled Junior and trailer makes light work of the wet track on the Oval.*







*Rare survivors from the 1950's these two immaculate Howard Platypus crawlers are the proud possessions of the Perry family who brought them over from Devonport in Tasmania for the 100<sup>th</sup> anniversary of Howard in Australia.*

*On the left above is a diesel powered Platypus 30, which was complete enough when acquired to drive onto a trailer under its own power before it left its home in Southern Tasmania and headed North to join the Perry families 60 or thereabouts tractor collection near Devonport. Parts and a second partially complete spare tractor ( which was passed on to new owners, and is now somewhere on the mainland ) came with the purchase. Major work was needed to the fuel system of the Perkins P4 motor, and of course a major clean and tidy up to get it to the state we see it in today. The gearbox is a dual range 4 speed unit believed to have been made by Howard in the UK.*

*This Tractor is believed to have been supplied by the local Howard agency in Hobart in the mid 1950's. It was restored in the early 1990's.*

*The Tractor on the right was a different kettle of fish. It had had a hard working life, the last of which was collecting sleepers in the bush. The country must have been steep, as the last owner said that it was steered from the side using ropes attached the steering clutch levers. In spite of such precautions it came to grief and smashed the clutch housing which took it out of action. It was eventually taken back to base where it became lost under a blackberry bush in the 1970's. The Perry's eventually came to hear of it and the remains were acquired and taken back to join their collection. The restoration was a major effort, which you would never guess today. The 4 cylinder Standard engine was rebuilt, these engines were popu-*



*lar at the time, 1990 and before. They were the powerplant for the petrol grey "Fergy" and "powerpacks" on a variety of farm and industrial equipment, often fitted with a magneto that fitted direct into the distributor mounting hole. They powered cars from the Beetleback and later Vanguard's to the Triumph TR 2,3 & 4 sports cars. Fortunately everything from the Liner/Piston sets down was available of the shelf. The gearbox is again a dual range 4 speed.*

*The tracks were Howards own, and needed a full rebuild and some extra links. All up it took over 1000 hours of work in the late 1980's to get it to the state that it is in now. When new, the tractor was fitted with a rotary hoe which drove from a side PTO rather than the rear mounted one. Searches for the Hoe have so far turned up nothing, but the search continues.*

*These two Howards are very rare survivors. They were only produced for a few years in the mid 1950's in the UK where they are also a rare sight. The only other one that the Perry's are aware of in Australia is the incomplete 30HP unit which they sold to a new owner on the mainland, where presumably it still exists, possibly in South Australia.*

*The family is keen to learn of any other Platypus Crawlers or remains that exist, particularly in Australia. They are also keen to hear of any others that may have been used here to try and build a history of the Platypus crawlers that arrived here and Howard History in general.*

*If you can help, David Perry can be contacted on 0418 597 482. or contact the editor on,*

[\*goldsmithgazet@optusnet.com.au\*](mailto:goldsmithgazet@optusnet.com.au)

### **HOWARD AUSTRALIA**

*Howard Australia hosted the 100<sup>th</sup> anniversary of Howard in Australia as part of PFG who are based in New Zealand. For users of modern Howard products and other machinery distributed by PFG, Elliot Cartledge, from their Melbourne based office has provided some back ground notes following their weekend at the 121<sup>st</sup> rally at Lake Goldsmith where Howard Australia was set up in the quadrangle in their well presented field display room. Over to Elliot.*

*The heavens opened and the temperature plummeted, yet a marvellous celebration of steam, mechanics, ingenuity and pioneering spirit took place in early May at the 121<sup>st</sup> Lake Goldsmith Rally.*

*Before healthy crowds, all manner of historical machinery was displayed at the site, some 40 minutes west of Ballarat, Victoria. With the generous invitation of*



*the event's organisers, the centenary of Howard, was a drawcard.*

*"What a fantastic turn out with the level of enthusiasm and supporters behind such an iconic brand " said Justin Fisher, head of Howard Australia. " They came from far and wide".*

*"The appreciation for the fact that PFG Australia is honouring the Howard business and being part of the centenary with these exhibitors just goes to show that the brand is strong and very much alive".*

*"PFG Australia is the parent company of Howard Australia. Over two action packed days, attendees were treated to saw milling, giant steam engines, cannon firing and a host of vintage trucks, tractors and contraptions".*

### *Howard takes the centre stage.*

*On the main exhibition space, a dazzling display of Howard machinery took centre stage. There were rotary hoes, garden tractors, incredibly rare crawlers and haulers. Some were in their "working clothes" and others had been beautifully restored.*

*"It is a real talking point" said Bev Hunter, who came across from South Australia with her husband Neville, to display their Howard trencher. " It's history that the young ones have no idea about. They think it's scrap metal. We love the history behind it and the fact that it was Australian built.*

*Shane Djuric made the journey from Sydney with another avid Howard collector, Tony Pettitt. They have each added invaluable information on the Howard canon by authoring books. Shane concentrated on the development of Howard Tractors, while Tony chronicled Howard machinery..*



*"They really put in a good effort for the Howard display to celebrate 100 years"*



said Shane. "The organisers gave us the right to go around in the parade and it was great to see so many Howards getting around together in one go".

Over from Tasmania came David and Gloria Perry, along with son Tony and his wife Tania. They had two machines of special interest to the Howard collecting Fraternity: a diesel Platypus crawler and a petrol version. Both machines were gleaming. According to David, the petrol version had at least 1000 hours' worth of restoration put into it. The result is stunning and garnered considerable interest.

*It's the rarity of them that's pretty spe-*



cial said David. "We've never been able to find people who have known of other machines of the same make and model in the whole of Australia. There were on 11 of the







*petrol versions made. They're part of our home life and I guess because they were brought into Tasmania as a prototype that's what makes them rare".*

### ***Rare Hauler on display***

*From the Western District of Victoria came father and son collecting duo, Norm*

*and Daniel Spencer. Both are involved in the Howard fraternity and were often called upon over the weekend to lend a hand to other exhibitors. Daniel was displaying walk-behind machines and a 1962 Howard hauler.*

*" The haulers were used in factories, wool stores, markets," said Daniel, "all that kind of stuff for transport and goods rated for a tonne. This one came from the Gold Coast – it was a 4000 kilometre round trip to pick it up. Collecting turns into an addiction – we've now got 290 rotary hoes in the shed. Hopefully one day I'll have a private museum."*

*It should be noted that the '62 hauler was in superb condition and featured both days in the grand parade.*

### ***Howard Australia – the back story***

*One common question put to PFG Australia reps over the course of the weekend concerned the status of Howard today. The follow up question regarded the relationship between PFG and Howard.*

*It's a somewhat convoluted story, albeit one with a happy ending.*

*Worldwide recession, local drought and cheaper products from elsewhere contributed to a sector-wide agricultural downturn in the Eighties. Howard across the globe felt the pinch. After attempts to stave off the inevitable the parent company*





*was divided up, although operations in Australia and New Zealand continued under new ownership.*

*“Tariff protections were removed,” said Robert Balzarolo, who joined Howard in 1972. “You could land an Italian rotary hoe at the port in Sydney cheaper than you could buy the steel to make one here. We were going okay, but in reality there wasn’t enough throughput and when the overseas business started to go into receivership, we got dragged in.”*

*With a smaller but tightly knit workforce, the Australian operation relocated from Northmead – its base since 1927 – to Seven Hills, another suburb of Sydney.*

*All the while the Howard team kept innovating in the spirit of its founder. Existing product lines were continually refined and new designs introduced. By this stage, much of the manufacturing had transferred to France and later Germany.*

*“Howard was a well-known brand and the sales and distribution networks were strong,” said Robert Condon, who started with Howard in 1982. “Back then, the market was more for smaller machines and that helped with volume. We had people assembling imported machines, others unloading containers and packing, plus those who looked after spares. I ran the assembly, manufacturing, warranty and technical side of things.”*

*Danish corporation Thrige Agro, already owner of the rest of the Howard entities overseas, bought the Australian and New Zealand arms in 1997.*

### *Still going strong*

*Howard was brought into the PFG fold in 2004, complementing a range of other locally made and overseas manufactured brands. Slashers were manufactured by Howard*

*Engineering in New Zealand and assembled at Seven Hills. Rotary hoes, including the AH and RC models (New Zealand) and HR (France) were shipped in parts to Australia, painted, assembled and sold. In 2015 the NZ manufacturing arm closed. South Korean company Ansung now supplies hoes, slashers and loaders.*





*After buying Howard, PFG ran it as a separate business until assuming the operational reins in 2013. Today, Howard Australia is again a success story, with an Australian-designed range of rotary hoes, mowers, slashers and loaders that are much in demand and reflect the inventiveness and ruggedness of the pioneering designs of Arthur Clifford Howard.*

*“The Howard name has definitely retained its reputation,” said Robert Balzarolo. “You see it from the dealerships who want to keep stocking the product. When people buy a Howard, they expect quality. That’s why the name is still around today.*

### **Howard today**

*The Howard range now comprises of three main categories, namely vegetation management, cultivation and mowers.*

*In the first category, there are four models of slashers with variants therein – EHD, EHD E, Nugget 120 / 135 and Nugget 150 / 180 / 210. These slashers are incredibly popular and PFG Australia has a heck of a challenge in keeping up with demand, most particularly in New South Wales and Queensland.*

*In the cultivation product line-up, Howard features two series of rotary hoes – AH and CH – with the model name, e.g. AH4255, reflecting the working width, in this case 2.55 metres. The AH is renowned for being more effective in wetter conditions, allowing growers to work the ground earlier. The CH has wider working widths, from 4.17 metres to 6.20 metres, requiring a higher horsepower tractor.*

*Finally, Howard mowers. The RLM series is designed for general mowing across applications such as parks, sports ovals, reserves, roadsides and turf farms. Each model variant’s name reflects the cutting width, e.g. RLM350 cuts a width of 3.49 metres. These are serious machines, weighing from 460kg for the RLM178 to over a tonne for the RLM350.*

*PFG Australia extends sincere appreciation to the Lake Goldsmith Steam Rally committee, Howard exhibitors and all who contributed to this very special event.*





*The Howard Anniversary was the highlight theme for the rally, but there was a lot more on show over the weekend of the rally. Thanks to EVA's Gallery many of the exhibits can be seen here. If you recognise a picture that you like Eva can supply them, just contact the editor on:- [goldsmithgazet@optusnet.com.au](mailto:goldsmithgazet@optusnet.com.au)*



*A great attempt was made to kill the chill of the weekend with this display of vintage radiators. I can remember my Grandparents using these appliances which looked much better than the long thin barred ones that followed, you could really feel warm with these heaters that mimicked the small cast Iron grate wood fires.*



*Above, music for all, from a fascinating mobile music machine and a link to showgrounds of yesteryear..*

*And on the left another link to the 1940's with this Indian V Twin side valve motor bike with its hand gear-shift lever on the right hand side.*





*This immaculate Blackstone Oil Engine needed a bit of extra heat to idle.*



*Left above is a powered vintage bag lifter from the days before Reynolds chains. And on the right above this pair has made an early start for the November rally for British tractors. They really are a compact crawler and this one looks near "New".*

*British Tractors provide a large line up from the dawn of steam tractors to JCB's. A lot of Global manufacturers built some models in Britain, so there is a big field to choose from including the Howard Platypus crawlers featured in this magazine.*





*The skill and patience to prepare this machines is beyond me. The Land Rover Series 1 on the top right is a 5/8 scale model of the real thing. The original was being fully restored so as each part was stripped it was measured and a miniature part manufactured. The Engine is 400cc and works as does the 4 speed gearbox and 2 speed transfer case. The project took 4 years, and is an amazing "one off" "showpiece.*



*The Ruston (left ) and Bucyrus (right) both at work shifting dirt from here to there. Both are at their best as face shovels, but it is difficult to arrange a safe working face in a public place. Still it is a great sight to see these monsters from the past at work.*





*The vintage teardrop Caravan and the Vintage car above at some variety to travel and holiday styles, while the J Bedford on the left above was once a common sight on our roads when the British built GM trucks were a major commercial success until they morphed into Bedford-Isuzu? was it ,before they vanished.*

*The Oshkosh above is a rarer breed. Very few came to Australia, from memory a batch of about 100 in the late 190's. It is good to see this one at Lake Goldsmith.*





*Left above, The Jacques J15 face Shovel gets some back acting competition while the Ruston Drag line is hidden away in the background.*



*It is a long time since these Golden Fleece products were household names.*

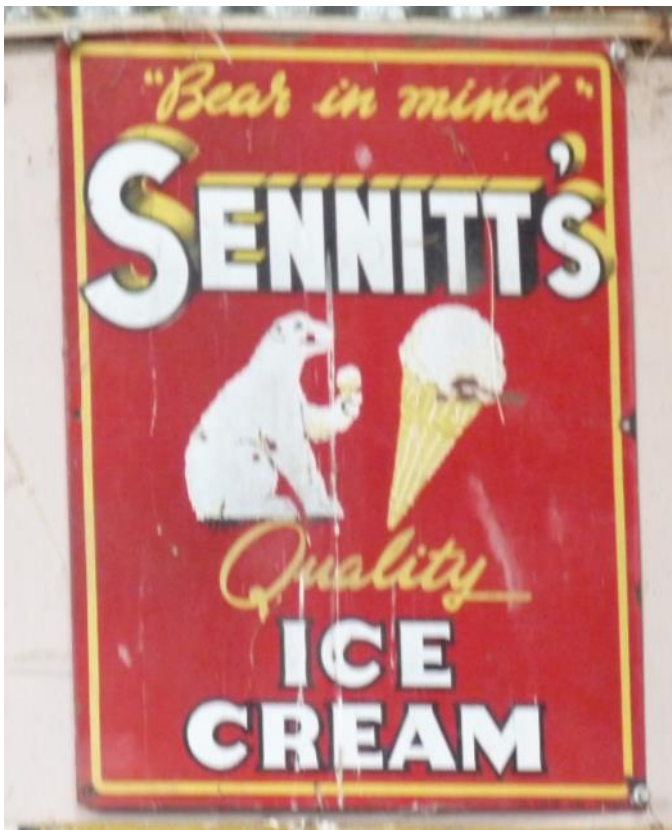


*Yesterdays Ute's, 1920's style tourer cars often provided the hardware for a light truck. The removable wheel rims also made light work of changing tyres in the days when punctures were common. The running boards left room for tools, and the canvas waterbag provided a cool drink on a hot and dusty road.*

*On the right is a Kelly and Lewis 10hp two stroke heavy oil engine from the 1940's.*







*A sign once common in our local milk-bars is a reminder of days gone by, even at a chilly rally Ice Creams in a cone were popular with all ages of visitors.*

*Below Cornflour preparation and a Hurricane Lamp with a reflector.*



*On the left this massive cropping machine by Craig & Donald Johnstone stands at ease in a cloud of steam outside the John Norris Boiler house.*



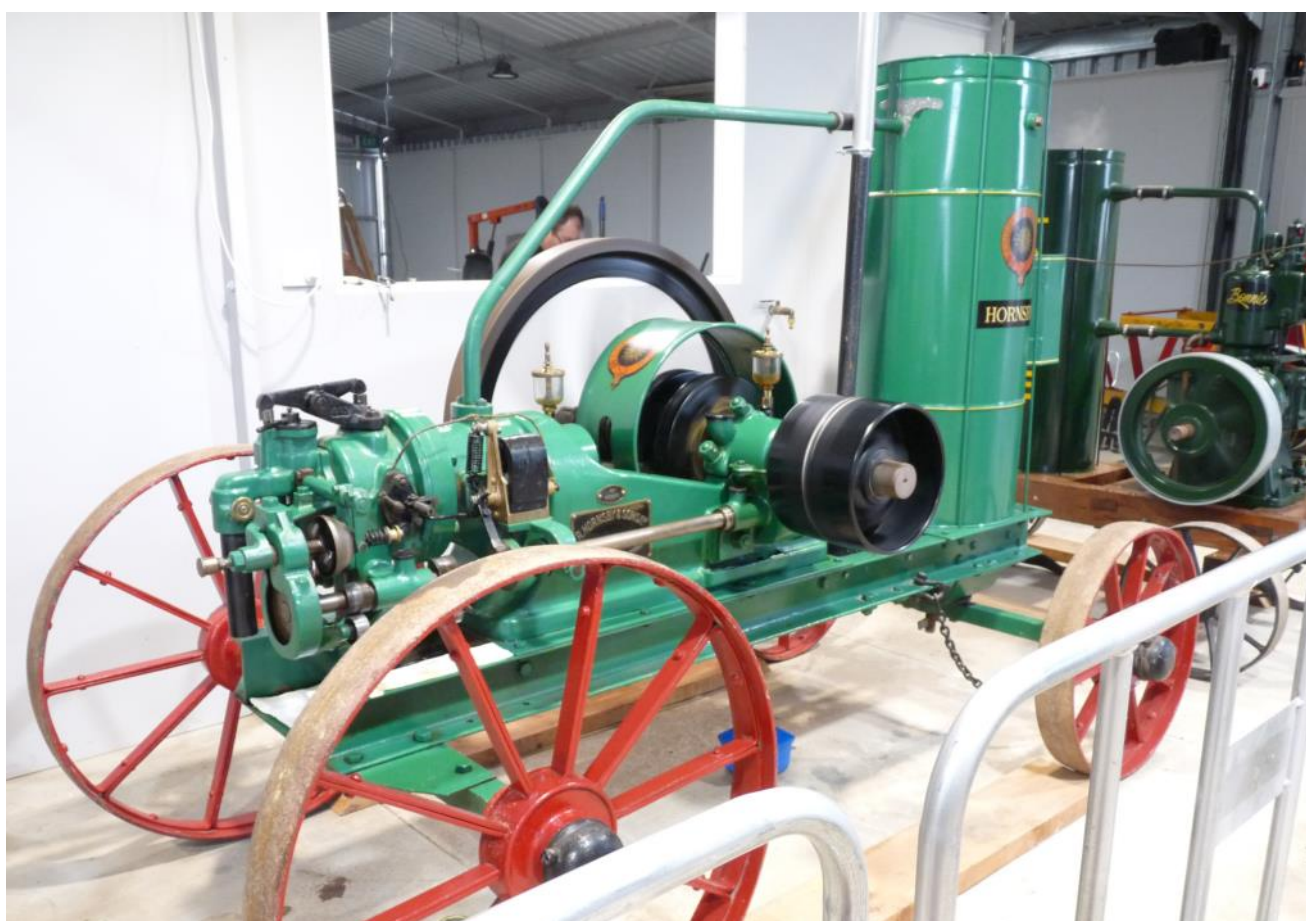
*Above a moment to reflect on during a lull in the action on the model boat pond.*





*A priceless relic of bush transport was once a common form of bush ingenuity and a resourceful use of local materials. Fully recyclable, they could feed the boiler or fire when the work was finished and keep the axle for use in the replacement.*

*These relics really are a treasure and it is amazing that this one has survived.*



*Hornsby engines always look good and this one looks as if it just arrived in the sale room. Early manufacturers had to make engines that worked and looked good too. They were a talking point in their day and still are today.*





*Ballarat made, these two Austral portable side shaft engines made by Ronaldson Bros. & Tippett make an impressive sight. These popular engines were used on farms and stations to power many operations previously powered by steam. Their Kerosene fuel was already in use there for lighting and cooking.*



*A display of pumps powered by a portable petrol engine and a portable line shaft set up with opposing belts. These displays combining various styles of pumps and other machines are always popular with visitors. There is a lot to keep your eyes on and it is always worth the effort to make a tour of the engine compounds.*





***Hot air engines are a lot rarer than steam or IC and they can run on wood or any other solid or liquid fuel to keep one end hot, while water or air keep the other end cool. By cycling the air through the system by using a displacer so that its temperature rises or falls causing pressure to rise or fall over a working piston attached to the crank shaft.. Various forms of these Stirling Cycle engines have been powered by the Sun , or the heat from a cup of tea in fascination household models.***



***There were many models on show at the Rally. This Alchin is one of them that was made in NSW and now calls Warrnambool home. It is good to see these at the rally .***





*Orchard spray units using an engine pump unit mounted on a trailer with a tank were made by many manufactures. The board on the right shows a collection of machine and handheld wool shears.*



*This Wing engine is a rare sight at rally's, as are the 2 stroke Excelsior and overhead cam Rudge motor bike on the lawn behind the saw mill at the north end of the oval*



*Again at the North end this MERLIN is immaculate with its own trailer and cut down propeller.*





*This Jeep, Pontiac and Harley Davidson with outfit were all from the WW2 era.*

*The 121<sup>st</sup> Lake Goldsmith was a great turn out, and appreciated more by the cancellations forced on us by Covid and the 2022 floods. With things back on track we can look forward to our previously scheduled roundabout ploughing and the British Made Tractors at the 122<sup>nd</sup> Rally on Nov 4 & 5 2023. Ed.*



*Absolutely nothing to do with the rally, The crew of this Tucker Snow Cat would have been relieved that the designers had provided a back door. One is forced to presume that the crevasse was covered with snow and invisible before the crossing. First look out of the side window would tighten a few muscles. And then all you have to do is recover the truck and drive home, and drink to your survival.*





*Steam and pedal power seem to have been keeping good company from the start. Again nothing to do with the rally, but a joy to behold to steam's true believers.*



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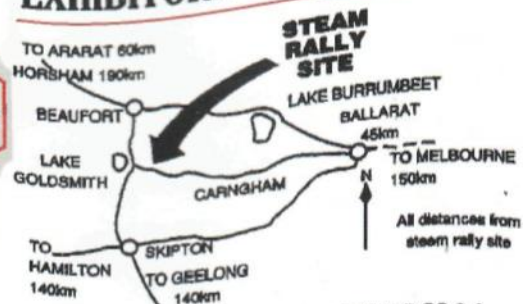
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