

# Farm Machinery Preservation Society Ltd.

Est. 1968



## Magazine No. 120 December 2011



*A Very Happy Christmas and New Year*

From the chair,

As we reach the end of 2011, I am looking back at the last few months:-

In September we were entertained at the Queens hall by Geoff Clarke of East Anglian Film archives. He showed us several films of the land and its workers from long ago.

The first Sunday in October was set aside for our working day at Grove Farm, Great Henny. A large number of tractors were being driven by their owners trying to show their skill at drawing a straight furrow. Several stationary engines were also displayed working pumps, generators, and mills. There were also stalls selling books, tools, and bric-a-brac., and some classic vehicles completed the scene. Project 7 were on site as usual serving refreshments.

At the Queens Hall, Sophie, a brewer from Brentwood Brewery Explained how beer is brewed, after which there were samples to try, very interesting.

30<sup>TH</sup>.November at the Queens hall we have Agrihire to entertain us, but at the moment I cannot comment.

Looking at the overall picture of the year, I think it has been quite successful for our society. This is because of the efforts of our members to make things happen, and not least, the efforts of your committee to keep our vintage rally and the meetings at the Queens hall interesting.

Our next meeting at the Queens Hall is the A.G.M. As I have said before, this is your chance to change the path of our society, by voicing your opinion of how the Society is run. Maybe you fancy a stint on the committee as a member or even the Chairman's job. If there are any nominations please get them as soon as possible to our company secretary, Norman Wasteney.

And finally, may I wish you all a very pleasant Christmas, and a happy rallying new year.

P.S. please try to hang up a large enough stocking to accept a large piece of rusty iron.

*Bill*

From the Editor

Magazine 120 December 2011

2011 is virtually at an end and traditionally we look back at how the year went and, from Society's point of view, it went well, membership numbers are being maintained and with out any doubt the Melford Rally was the best ever both financially and for its content. However, we need to look forward to the future and, at the risk of repetition; I believe the points made in the previous magazine (No.119) are so very relevant around the need to attract youngsters to the club. At every opportunity let us all do what we can to bring young members who will be the future, into the club.

The AGM is just a few weeks away and it is important for as many members as possible to attend, it is of course the one meeting of the year where **YOU** have the chance to stand for election to the Committee or other positions. It is not as daunting as you might think to come forward and hopefully get elected. Try it !!

As Membership Secretary it is my job to renew subscriptions for 2012 and I look to you all to renew as soon as possible, at present we have about 320 members and processing all of the renewals is quite time consuming therefore please forward your Subs as soon as possible and **ALWAYS INCLUDE A STAMPED AND SELF ADDRESSED ENVELOPE** The number of members who miss out the envelope is still amazingly high so please ensure you are not on the list as your application will not be processed.

In 2012 there are various visits being organised (see details in this magazine) and in order for these to go ahead they need a healthy number of members supporting them, have you signed up yet? Please do it now!

Have a really good Christmas and a healthy and happy 2012.

*John Southall*

# 2012 Membership

Help the Society and also beat the crush at the AGM by paying your membership subscription now.

**2012 Membership £14.50**  
**(Under 18s £1.00)**

2012 Subs should be sent to:-

**FMPS Membership  
4 Tye Lane  
Willisham  
Ipswich  
Suffolk IP8 4SR**

Please make all cheques payable to:- FMPS Ltd.  
**Please send a stamped addressed envelope.**

Subs are due on January 1<sup>st</sup> 2012  
**Prompt payment would be very much appreciated.**

*Please let me know of any change of address or other details by Telephoning:-*

*John Southall 01473 658889 (late evenings only)  
Or preferred contact by email: [fmps@btinternet.com](mailto:fmps@btinternet.com)*

Membership forms may be downloaded from our website:  
[www.fmps.org.uk](http://www.fmps.org.uk)

## **Bill Symington 1924-2011**

It is with great sadness to have to report the death of another long time member of the club.

William Symington (Bill to his friends) died peacefully in his sleep at Broomfield Hospital on Fri.28th.Oct 2011 after a lengthy illness.

Bill was a true countryman and lad of the land, born in the border town of Galashiels on the 17th.Dec 1924 and spending his early years helping in Mr.Tackett's village shop, before moving to Kiverton in Yorkshire with his dad and two brothers, just after which time his dad died, He started work in the coalmine where his job was to look after the pit ponies, but this did not last very long and this time he ended up in Cranworth Norfolk, but moved again in the early part of the war years to be with his elder brother who worked for Calerb Rainer at Southchurch and worked on the thrashing tackle. In his spare time he loved to visit Rayleigh Speedway where one night he meets with his future wife to be Betty and, they married in Nov.1952 at Foulness Church. Bill was in lodgings in Wakering at this time then they set up home together on Foulness Island and started their family.

Next came the floods of Jan.1953 from which they were to be evacuated from their house bedroom window by boat to the Corinthian yacht club in Burnham to be taken care of by the Salvation Army before returning home some 6 weeks later. Then they decided they would like to move to Wakering but eventually returned to Foulness,

In 1965 the move was to Sandon this time and Bill spent the next 8yrs. working for Billericay Farm Services before finally spending the last 16yrs. working for T. Speakman till ill health forced him to take early retirement and Bill and Betty moved to GtBaddow where he spent his last 22yrs, in the two bed roomed flat they both adored.

During his long association with the land Bill took up match ploughing at which he won many a trophy and enjoyed going to watch matches. In his retirement years he took to rallying his stationary engines and later moved onto model steam engines and made many new friends, He also held a position with the farm workers union and was a staunch upholder of workers rights whether it was wage rises, working conditions or tied cottage evictions being much respected for his views.

Bill leaves his wife Betty and three children Ian, Lorraine & Pat and will sadly be missed.

***Just a friend,***

# Can you help?

Dear Mr Preston,

I wonder if you may be able to help.

My fiancé and I are getting married in Burnham Market in May next year (05.05.12), in a farm setting. As a life long fan of vintage vehicles, we wondered if one of your members may be interested in hiring a vintage tractor (or possibly 2) for us to use simply as an exhibit to have for the day outside our wedding venue - a barn on a farm yard.

If any of your members would be interested in helping us out this would be fantastic news, we would of course pay for this. We can be contacted via this email address or by phone on 07714214166. We would be most grateful if you were able to circulate this message or you have any other suggestions how we may be able to contact somebody who would be able to help us.

With kindest regards and many thanks,

James

***If you can help to make the wedding day a real vintage affair then please let Bill Preston know and he will pass the info on.***

***Bill 01245 420618***

# Colne Valley Railway 2012 event.

The Colne Valley Railway is holding its fourth annual Vintage Rally on the weekend of **April 21<sup>st</sup> and 22<sup>nd</sup> 2012**, and we are pleased to announce that once again the event will be sponsored by ColClassics specialist classic vehicle servicing.

We would like to invite you to take part and contact us for an exhibit registration form. Please feel free to pass copies of the form on to any other interested parties; the more the merrier! Criteria for exhibits are detailed on page 1 of the form but if anyone has any queries, please don't hesitate to get back to us.



Please note that the Railway's management has recently revised the rules surrounding dogs on site. Dogs are not normally allowed at the Colne Valley Railway; however we make an exception for rally exhibitors. As such you are still welcome to bring a dog with you, however this year you

will need to let us know in advance. A dog permit will be issued before the event; we regret that we will not be able to accommodate any dog that is not pre-booked.

To obtain an entry form email: [cvr-rally@hotmail.co.uk](mailto:cvr-rally@hotmail.co.uk)  
or contact:

**A & D Stabler, Event Co-ordinators, 14 White Hall Close, Great Waldingfield, Sudbury, Suffolk, CO10 0XU.**

**Colne Valley Railway Information 01787 461174**

# Join us for a visit to the Secret Nuclear Bunker

**June 27<sup>th</sup> 2012**

We are proposing to arrange an outing to the Nuclear Bunker at Pilgrims Thatch, which is just outside Ongar Essex  
On June 27<sup>th</sup> 2012 at 7pm

Price of admission £6.50 and all are welcome.. Please contact me as soon as possible as I have to book it 3 months in advance.  
**Phone Jeffery on 01245 231309.**

## **About the Bunker:-**

Come and witness the three lives of the bunker starting with its role as an RAF ROTOR Station, then a brief period as a civil defence centre through to its most recent life as a Regional Government HQ. Designed for up to 600 military and civilian personnel, possibly even the Prime Minister, their collective task being to organise the survival of the population in the awful aftermath of a nuclear war.

The Bunker had three main lives. Initially as an RAF ROTOR Station and latterly a Regional Government Headquarters, with a brief period in the 1960's as a civil defence centre. There were also spare bunk beds in the tunnel, to help accommodate some of the hundreds of civilian and military personnel that would be stationed here in time of nuclear attack. The bunker was built on land requisitioned from the local farmer J.A.Parrish.

Paradoxically as the heat of the Cold War died down, the bunker and its ancillary systems were no longer required by the Government, and were costing up to 3 million pounds a year to keep on standby. Upon decommissioning in 1992 the bunker was bought back from the government by the Parrish family, at a closed bid public auction, and hence is now privately owned.

## Greene King Brewery Tour, Confirmation Letter

Just a quick email to confirm you have provisionally booked a tour Wednesday 23<sup>rd</sup> May 2012 for between 30 and 45 people.

The price for the tour is £11 per head, and we do need payment prior to the tour.

We can provide food at an additional cost, I have attached a copy of the menu for you to see – however please note that the menu prices may change next year.

There are over 100 open tread stairs in the brew house, which means we cannot take anyone with walking sticks or mobility problems round, and ask that everyone on tour wears flat fully enclosed shoes!

I will look forward to hearing from you soon!!

Many Thanks

Katie Bexon

Administrator

If you wish to join us for this very interesting tour please contact Bill Preston. 01245 420168  
or email: [herbert.preston@btinternet.com](mailto:herbert.preston@btinternet.com)

***And you get to sample what they brew !!***

## **TRACTORS AT THE QUEEN'S ABBEY** **(Nieul-sur-l'Autise, France)**

*By Chris Thompson*

One of the sunniest regions in France is that of the Vendée near to the Atlantic coast, and readers will recall that I have written about this area before, as it is where I have my second home. I must disillusion those readers whose imagination immediately turns to a glorious 16<sup>th</sup> century chateau. Sadly a tumbledown farm cottage with hot and cold running termites is all that reality has to offer me. This ruin is in the high ground of the Vendée, indeed the first high ground encountered by the Atlantic storms as they sweep in from the Bay of Biscay. This at least ensures a good rainfall that is enjoyed by the reptiles and amphibians that inhabit the back garden and the barn.

As one drives southward you leave high ground and after some fifty or so kilometres get onto the marshland areas, or *marais*, that were once below sea level and which were reclaimed from the salt water by the monks living there in the Middle Ages.

These monks had installed themselves in quite luxurious abbeys such as Maillezais and Nieul-sur-l'Autise where the English Queen Eleanor of Aquitaine spent her girlhood. Eleanor was the mother of 'good' King Richard the Lionheart and 'bad' King John of Magna Carta fame, at a time when the English owned more of France than the French did. It is the second of these two abbeys that features in this account, for on Monday 13 June (Pentecost) 2011 it was the site of the *Fête de la Meunerie* (Millers' Fete).

The fete was held in what was once the grounds of the abbey in the vicinity of the abbey's watermill, a building that can still be seen and admired, its great wooden wheel turning slowly in the waters of the stream.

For some days the locals had been working hard putting up the various stalls and sideshows for this biennial event that is centred around local customs, trades, and crafts. All the ladies of the area, from pretty girls to matrons of more advanced years, don the

Vendéan national costume with its long skirt, white apron, and white cap whilst the men array themselves in smocks and straw hats. By the Monday of Pentecost all the stalls were in place. These showed the crafts of the area as they might have been seen in the middle of the 19<sup>th</sup> century, basket making, tile making, carpentry, sheep shearing, clog making, animal husbandry, and many more including a schoolroom of the period, all the children being arrayed in national costume. A fine threshing machine was also hard at work (see photograph).



At the far end of the site we had the local gathering of tractors, without which no French fete would be complete.



Pride of place went to a beautiful Titan, as shown in the photograph, which ventured to get under way with some considerable noise and clashing of gears as it made its way through the throngs of people.



Next in line with the Titan was an array of static tractors as shown. From left to right of the photograph these were a fairly rusty Renault, a Massey Harris Pony, a Vendevre, and a strange machine built in the USSR that went under the name of a Bragumupeu (a product of Jdanov according to the plate on the side of the engine compartment). Bringing up the tail of the line was a SIFT diesel. The tractors all drew a great deal of interest from the spectators who were perhaps looking for something more technical than how to make French cheeses.

All in all a good day was had by all and had good Queen Eleanor graced us with her presence after an absence of some 850 years she would no doubt have marvelled at the iron horse chugging across the front of her watermill.



# A Great Day Out in New Zealand

Vintage Machinery Shed Raid

From John Couch

On 1<sup>st</sup> October this year about 50 people from four different vintage machinery clubs arrived at the premises of the Waterwheel trust in Kawerau for a day looking at various collections of machinery.

The collection of the Waterwheel is at present housed in several empty factory units on an industrial estate, whilst funds are found for a permanent building, the collection is quite comprehensive and ranges from books, household items, tractors, horse drawn gigs and wagons, farm equipment, etc.

The first building contained the horse drawn vehicles, some of which have been restored to a very high standard; there were also a few replicas. There was also a collection of small water and vacuum pumps from the old dairy industry.

The second building contained the heavy agricultural equipment which people enjoyed going through; as this building is not open to the general public it was not what is called organized and



everything is put in with the idea of getting the maximum into as small a space as possible, so it was climb over to get to the back. If you look behind the forklift you can see a fully restored wool wagon (with a load of window frames!) last time it came out for a show it

was found that one of the tyres had come loose and will have to be shrunk and fitted back on.

At about 10.30am we managed to round every one up, ready to move off to the next shed so after giving directions we set off in convoy. The second sheds were at Awakeri and belong to Bert and Rob Watchorn, Bert used to own a haulage company. His collection



is mainly trucks with such makes as International, White, and Austin all nicely done up and displayed, there was also a large selection of vintage cars all well restored and some registered for the road. In Rob's shed there were some well restored cars also a large 1920 Leyland truck that he wants to get running at some stage and then make a new wooden cab and tray for.

Just before lunch we moved off again to the third place we were visiting which was also in Awakeri, (although these 2 premises were only 3 miles apart we managed to lose one car load of visitors, who went on a mystery tour of their own, but they were found and brought into line) this one belongs to Barry Caufield who is also into haulage and still runs a few trucks. His collection consists of mainly of trucks with local history, most are fully restored and he takes a few out to shows on occasions. As you walked in , in the middle was a well restored ex NZ Forrest Pacific logging truck, with a well painted Fargo further towards the back. Most of the trucks have a full history to go with them. Outside there are a few Bedford OLB and S types, Ford traders and Internationals still in their working clothes At the back of the shed under a lean-to is Barry's collection of crawlers, mainly Cat but a few Internationals, there were also some International wheeled tractors.

We stopped for lunch around Barry's yard, then we moved off to Jim Richardson's yard, at Edgecombe to see a serious collection of machinery, but on the way we stopped to see a Cat



Challenger which one of the members of the group had on loan for a week to try out in his paddock, this caused a lot of interest as not many people around here have seen one in the flesh, so to speak.



By the time we got to Jim's it was getting on for 2.30pm and Jim and a couple of helpers were

starting some of the older tractors up to put out into the paddock for show. The first to be started was the titan this was quickly followed by the larger Oil pull, then the 2 cylinder hot bulb Avance, and



lastly the Avery.

There was already a lineup of 4wd Sames (some of which are still used on the farm) and some Olivers ready for people to take pictures of. Unfortunately I had to leave early, but I was told the last visitors didn't leave until after 6pm; considering some people had driven 250km to come on the visit it must have made a long day for them.



**WHEN YOU COME TO NEW ZEALAND  
WHY NOT SPEND A FEW DAYS WITH JOHN & GAYLE AT  
DEVAND HOMESTAY (B&B)**

An ideal base to visit White Island (active marine volcano) and the beautiful Eastern Bay of Plenty.

Private visits can be arranged to the BAREFOOT tractor collection and also other interesting private truck and tractor collections locally. Visit the CAT experience (big and yellow, not small and furry) in Rotorua ([www.caterpillarexperience.co.nz](http://www.caterpillarexperience.co.nz))

[www.devand.co.nz](http://www.devand.co.nz)

email, [john@devand.co.nz](mailto:john@devand.co.nz)

Tel; 0064 (0)7 308 0571

108 Te Rahu Road, RD3, Whakatane, New Zealand

## ***For Sale and Wanted***

### **For Sale:**

Petter Type W1H Hopper cooled No. 1514099  
RPM 750 1 ½ hp driving a Godwin pump Type A1E Self  
oiling all on a steerable trolley. £200 o.n.o

Lister Engine Petrol/TVO Spec 26 DHK 1 ½ hp at 800 rpm  
No. 155632 on steerable trolley £120

Lister D 1929 Spec 11D2 2hp at 1000 rpm 87784 Tank  
cooled on steerable trolley. Best Offer Over £150

Phone John Morton 01787 371843 (Sudbury Suffolk)

### **Wanted.**

Allis Chalmers Model "B" tractor with Perkins P3 engine

Ferguson 2 furrow plough with discs and skimmers

Fordson E27N Major fuel filter assembly or just the head for  
a P6 engined tractor.

Contact A J Giblin 01245 231309

To advertise your **FOR SALE AND WANTED**  
contact John Southall 01473 658889 or email details to:-  
[fmps@btinternet.com](mailto:fmps@btinternet.com)  
**place them on our website for just £5.00**

## ***For Sale and Wanted***

### **Wanted.**

Sales leaflets, parts, instruction books, for drag saws, Teles. Wade, Christy and Penny Ltd.  
Any parts including saw blades.

Also:- Sales leaflets, parts, instruction books for agricultural – horticultural machines.

Also:- Sales leaflets etc for radios – TV sets

Contact Norman Wastenev 01245 440947

### **For Sale.**

Vicroy 5” Lathe            £700

Mill- Drill                £ 350

Shaping machine        £ 80

Old electric drill        £ 30

“Titch” a 5” model steam engine    £1500  
100ft new rail for above            £ offers

Assortment of aluminium rail with fittings    £ offers

Books, Model Engineers set from 1997    £ offers

Contact Norman Wastenev 01245 440947

## ***For Sale and Wanted***

### **FOR SALE**

Fordson Super Dexta Blue Grey Tractor 1964, with brand new 600x16 3 rib front tyre. Agricultural pattern 11x28 90% good. Double clutch model new steel front nose cone ( not fitted, in primer) Requiring work on wings and it has a seized up engine. **£1500.00**

Contact A J Giblin 01245 231309

### **For Sale**

David Brown 25D Tractor 1954, all new tyres, and in good all round condition. £2500

Trusty Tractor, steel wheels, complete with reversible plough, potato ridger and roller. Douglas engine fitted, working well when put into shed. £400.

Contact Mr Wood: 01245 473912

### **For Sale**

**DeVilbiss**

**Compressor pump, twin cylinder, 8cfm.**

**Thought to date from 1960s but is totally unused.**

**Could be put to work or used as an exhibit to be driven with a stationary engine. £50.00**

**John Southall**

**01473 658889**

**fmps@btinternet.com**

