

Farm Machinery Preservation Society Ltd.

Est. 1968



Magazine No. 140
December 2016

A very happy Christmas to all



Chairman's Chat,

Well, we are coming to the end of the societies' forty eighth year, and what a disappointment it has been from your committee's viewpoint. The cancellation of our vintage rally, the highlight of our year, was a massive knockback. However, we are planning the rally for 2017 along with some very interesting speakers for our monthly meetings, so let's hope we have a super year in 2017.

At the A.G.M. on the twenty fifth of January next year, I will have been your Chairman for fifteen years; I have very much enjoyed this position within our society, although quite challenging at times. I do feel that maybe it is time for a change to someone a little more in tune with what would improve our rally and events we are involved with. While on the subject of the A.G.M., it would be very useful if we had more support and possible some feedback from yourselves, this could help putting us on the right road, so to speak.

Our working day at Grove farm, Great Henny on the second of October was another great success. The weather was excellent, and the event was supported by I think, 28 working tractors and 28 working stationary engines. Also supporting the event some interesting stalls, a steam engine, a couple of vintage cars, and as always Project seven who always produce some excellent snacks and drinks. We must as always thank the Cracknell family for allowing us on their land and also for their help in marking out and clearing up.

In closing, I would like to wish you all the very best for the festive season and 2017

Kind regards Bill Preston.

From your editor.

I am sure each and every one of us has remarked “where has this year gone?” Is it the pace of life or just simply we are all a year older I wonder? Probably both but whatever it is Christmas is here again and 2017 is just around the corner.

Before we get terminally depressed about yet another year disappearing over the horizon the positive approach is to bury 2016 and look forward to 2017. No, you are not wishing your life away but looking forward. Looking forward to saying goodbye to Santa, looking forward to saying goodbye to rubbish weather, and looking forward to saying goodbye to the short days and dark mornings.

The new year means we can look forward to watching the days very slowly, at first, getting fractionally longer, then by late January and in to February beginning to be noticeably longer and when the clocks move to BST then to me, I feel I have survived another winter and can move forward. And, when the trees and roadside hedges start to bud up then I feel really good and start to think about warm Spring and Summer days.

The Society must also look forward, not just to next year, but to its future and this is where you, the Members, can help shape the future. In “Chairman’s Chat” Bill indicated he recognises the need for some more modern and even radical ideas and would be pleased to stand aside for someone who can bring fresh thinking to the table. Are you this person or do you have thoughts about someone you know that could shape the future of the Society? If the Chair is not for you then get involved by standing for a Committee position. There is a nomination form with this magazine, use it to take the FMPS forward to another 48 years.

AGM 25th January. No excuses, be there, get involved, shape the future.

A little more from your Editor,

I receive various Newsletters from some clubs in New Zealand (courtesy of John Couch, FMPS Honorary Member) and there is a striking fact that has set me thinking. The clubs in New Zealand are not just about farm machinery, they are about the whole vintage scene, perhaps our restricted vision is now outdated and do we need to make a move towards welcoming enthusiasts with wider interests, is this the future for the FMPS?

In general the vintage scene continues to grow and perhaps accommodating members with wider interests outside of just farm machinery might be the way forward. There are of course already many members of our Society who have vintage machines and collections which are not farm related (your editor included) but there are surely many vintage enthusiasts who might join us and perhaps bring some fresh thinking to the club. Why would we not welcome Vintage or Classic car owners, or maybe Military Vehicle owners, or Vintage Motorcyclists or Commercial Vehicle Restorers? Surely we all have a common interest in preserving our heritage.

The idea is of course not new and I can think of one or two clubs within the FMPS heartland that already cater for the entire vintage scene but I offer the idea to the Members and Committee to at least consider. Is the time right to perhaps even consider a merger with one of these clubs? Just an idea, but the combined membership and reduced cost of a single stronger club must have some advantages.

If any member has thoughts on this idea then please pass it on to your editor, preferably via email, fmps@btinternet.com or of course by post to the address on the inside cover of this magazine.

Annual General Meeting

January 25th 2017 at 8pm

The FMPS Annual General Meeting will be held at the Halstead Football Club.

Rosemary Lane

Broton Industrial Estate

Halstead

Essex

CO9 1HR

Here is your opportunity to shape the Society and take it forward.

All Officers and Committee posts are up for re-election.

If you would like to come forward for election there is a nomination form with this magazine.

The Committee are always looking for new ideas and often these ideas need to come from new Committee members.

The time required is minimal but there has to be a commitment to become involved and a willingness to take on some tasks to help your society.

Contact Bill Preston to discuss your interest or for more information as to what is involved.

Telephone Bill Preston:- 01245 420168

email: herbert.preston@btinternet.com

J. I. Case Tractors

J. I. Case and Company – one of the oldest tractor builders – began the 50s selling one of the oldest tractor lines, a line that had been introduced a decade earlier. Over the next 20 years, they developed and introduced four new series of tractors.



The Letter Series. At the bottom of this lineup was the Model "VC" rated at 18 horsepower on the drawbar. The Model "SC" was rated at 27 HP. Both of these models were sold between 1940 and 1955. The V series was updated first to the VC and then the VA series in 1942. The row-crop version, the "VAC,"

was advertised as "The Tractor for over 100 Farm Jobs." The Model "DC" had been introduced in 1939, and had 33 HP. The Model "LA" was the largest Case tractor of the time with 51 HP. It was sold between 1940 and '53.



- **The Hundred Series.** When Case began to modernize their lineup, they started in 1953 with their first diesel engine tractor, the Model "500." The "500" produced 56 HP on the drawbar and became a respected engine. Two years later,

Case brought out the "400" series tractors with 44 HP, and the "300" with 23 HP. From 1956-58, they offered the Model "350" with 42 HP. Then, in 1957, the Model "600" joined the lineup.

- **Construction Tractors.** In 1957, Case purchased the American Tractor Corporation, a small privately-held company that had developed a backhoe attachment. Case took the hydraulic backhoe apparatus, put a hydraulic loader on the front and married them to several of their tractor models, and a new market was established. The Case Model "320" was the first factory-integrated tractor loader/backhoe. Over the years, these construction models have become big sellers.
- **The "B" Series.** From 1958-60, Case offered the "B" series in 12 different power ratings (depending on fuel types) and 124 model configurations to service row crop farmers, rice growers, orchard men, industrialists and other special needs. The line included the "200B" with 26 HP, the "300B" with 28 HP, the "400B" with 31 HP, the "500B" with 39 HP, the "600B" with 41 HP, the "700B" at 46 HP, the "800B" at 49 HP, and the "900B" with 66 HP.
- **The "30" Series.** In 1960, Case introduced a new lineup that would stay in their dealers' showrooms until 1969. Each tractor in the lineup got a power boost, better transmissions and the option of a three-point hitch. The "330" offered around 31 HP, the "430" had 33 HP, the "530" had around 36 HP, the "630" came in at 40 HP, the "730" at 48 HP, the "830" at 56 HP, and the "930" at 75 HP.
- **The high horsepower tractors.** Later in the decade, Case joined the horsepower sweepstakes. In 1964, the brought out the Case "1200," a huge four-wheel drive and four-wheel-steering machine with 106 HP. It weighed over 17,000 pounds and cost over \$20,000, so it was useful only to big farmers who had a lot of ploughing to do. It was built until 1969. The Model "1030" was built between 1966 and '69 and was a general purpose tractor with 92 HP.
- **The "70" Series.** In 1969, Case closed out the decade with the "70" Series that became the backbone of the company in the new decade. The series was topped by the massive Model "2670" that produced 219 HP at the PTO.

J. I. Case Company began in 1842 to build threshing machines for farmers. Over the years, they expanded their implement and tractor lines often by buying other companies. Along the way, Case, and

most other farm equipment manufacturers brought out industrial versions of their tractors.

But Case took the industrial market to a new level. By 1967 – after the introduction of their backhoe model – the construction division of the company was selling as much as the agricultural division. Around that time, the venerable old ag manufacturer was acquired by the energy conglomerate Tenneco Inc. of Houston. That launched a period of consolidation in the agricultural market that characterized the last quarter of the 20th century.



- **The "70" Series.** In 1969, Case closed out the decade with the "70" Series that became the backbone of the company in the new decade. The series was topped by the massive Model "2670" that produced 219 HP at the PTO.

Communication.

Have you changed any details?

Have you moved house?

Do you have a new phone?

Have you changed your e-mail?

If the answer to any of these questions is YES then
please let me know!!!

John M Southall 01473 658889

e-mail fmps@btinternet.com



www.manwithavansudbury.co.uk

For Sale and Wanted



Bamford Chaff Cutter.

A very complete and original Bamford Chaff Cutter. Age and details unknown but very worthy of restoration and display.

Contact:-

Sally Bird

01263 860515, item is in Norfolk between Holt and Fakenham .

Open to offers



For Sale

Take the Bench to the Job:- All steel bench with fold up wheels and drop down handles. £20.00

Small steel vice £20.00

Small Arc Welder/Battery Trolley £5.00

Small Briggs and Stratton engine (needs attention) £5.00

Small electric Jig Saw in working order £15.00

Home built Foam Cutter (Vertical and Flat) £35.00
(the transformer alone was £45)

6 Ton Bottle Jack. Working Order £10.00

Pair of Wheels with solid tyres and 1" solid steel axle £10.00

Small Suffolk Lawnmower engine, needs attention £10.00

***Some items advertised in the last magazine are still available,
phone for details.***

Contact Smudger 01376 329104 (Braintree)

Wanted

Lister domestic water pump either running or in need of restoration.
Will collect. Jimmy Waters

Phone: **01992-575950**

For Sale

Used De-Nailed Timber

Telegraph Poles; 2 @ 6.1m £1.50 per metre
4 @ 3.5m “
3 @ 2.5m “

3” x 2” sawn 2 @ 3.2m £0.50p per metre
1 @ 3.0m
16 @ 2.3m
9 @ 2.1m
11 @ 2.0m

3 ½” x 4” sawn 1 @ 4.2m £0.75p per metre
11 @ 3.0m

Chipboard 18mm 11 sheets @ £3.00 each

Shuttering ply 12mm (painted one side) 9 sheets @ £4.00 each

Contact John Smith 07836 289898 (Located in Hatfield Heath)



5 Genuine LISTER cutters for a sheep shearing hand piece. Possibly unused. **£15.00**

John Southall
fmps@btinternet.com.

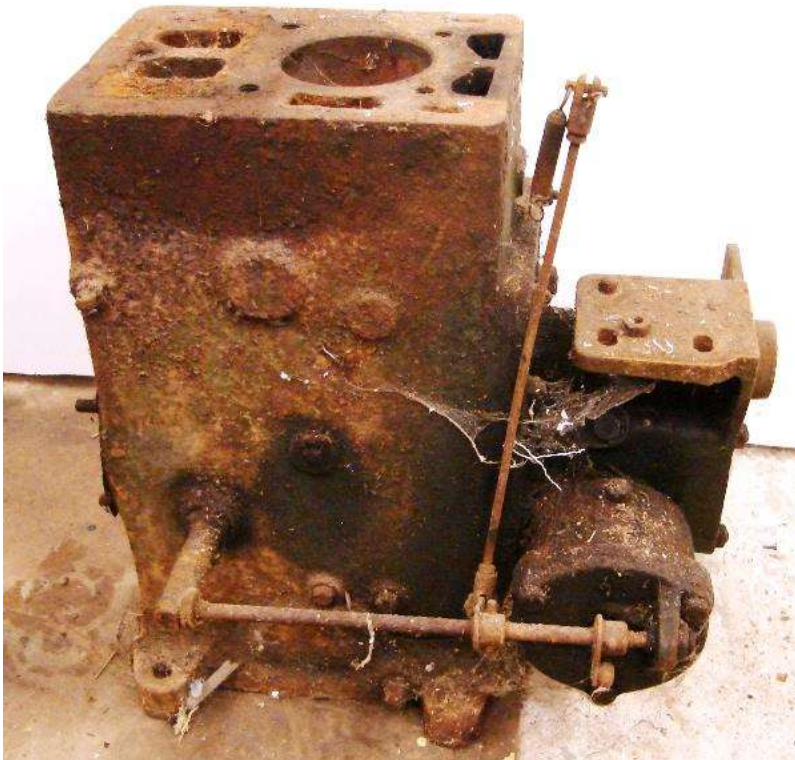
01473 658889

Will post if required £2.20 postage

For Sale

Lister D Block. Lots of useful parts including timing gears, governor, sprocket, oil filler, throttle rods and studs etc.

£5.00



**Contact:
John Southall**

fmps@btinternet.com

Phone 01473 658889



Small Cast iron wheels

3 ½ x 1 ¼

Perfect for a pump trolley

£10.00

John Southall 01473 658889

fmps@btinternet.com

The finishing touches to any restoration project make the difference between “ok” and “right”. These touches usually come down to the minute details which include using the correct style and type of screws and bolts.

Here we have an article from New Zealand on this very subject and it relates to finding square head screws and bolts. It appears some research on the internet proved it is possible to source exactly what was needed.

Our Member in New Zealand, John Couch, forwarded this with a view of sharing it with our readers. Thanks John (editor)

WOOD SCREWS – Kelvin Whittington

For those of you who were on “Rodney’s Big Day Out” were told by Ian Lind that everything used on his 32 Roadster was period correct. This detail is being used for the restoration of two Bentall Grain Grinders that we have restored.

Whilst in New Plymouth I went to several Bolt supply shops and enquired if i could buy square headed wood screws. The reply was no, even at the Feildays. I approached a company that was selling bolt and bin sets. No you won’t find them anymore was the reply. You won’t find them in New Zealand.

Undeterred I did a search on “trade me” with no luck. But on eBay my luck changed, I could buy zinc screws from England. Ok next I did a Google search – Eureka this put me onto the “Blacksmith Bolt and Rivet Supply” company located in Oregon. From their Website **BlacksmithBolt.com** is the supplier of choice for specialty fasteners in the Blacksmithing, metalworking and Woodworking communities, Restoration work, and the Building Trades.

You will find the cornerstones of our inventory: Square Head Lag Bolts, Square Head Machine Bolts, with square nuts, of course,

Slotted Head Wood Screws, and Solid Iron Rivets. Wood Screws include the traditional head styles, Oval, Round and Flat. We have a few brass and bronze wood screws, too, and finishes on steel screws can include Plain, Black Oxide, Bronze Plate, Nickel Plate, or even Gold Plate. We also have a few Iron Tire Bolts, Plow Bolts, Step Bolts and Carriage Bolts in stock. For these and the machine bolts, in addition to the square nuts, we also have flat washers and split lock washers.

Among the Tools they offer are 8-Point Sockets to drive Square Head Bolt and Screws, Fuller Countersinks and Tapered Drills, our own Standard Screw Gauge, and more.

Nothing ruins the appearance of a nice piece of metalwork faster than a hex-head bolt or a Phillips head screw. Accordingly, you will not find any of either one of those items here.

Recognizing that the majority of blacksmiths and other metalworkers may wish to make their fasteners more than simply functional, they have chosen not to carry zinc-plated or hot-dip galvanized fasteners. The material finish will be plain, plain & oiled, or black oxide, in almost all instances. No one really wants to have to burn the zinc off their fasteners before re-working them.

In summary, visit the website www.blacksmithbolt.com

To see exactly what original fasteners are still available.

Little Ellingham Working Show.

From your Editor

When I first told about Little Ellingham Working Show and had an entry form handed to me I have to admit my first reaction was “where?”

A quick check on the internet revealed a village in Norfolk not far from Attleborough so at least I now knew where the event was being staged. As it happens I travel to Kings Lynn on a regular basis and decided a detour through the byways of Norfolk on route would not be hugely out of my way and so at the next planned trip to Kings Lynn I ventured through Little Ellingham (with the help of my trusty SatNav.

On a particularly wet and windy day I found Little Ellingham and the proposed site for the Working Show. My first impressions of the site in those weather conditions did not fill me with much enthusiasm and later emailed some photographs to some friends who also planned to attend with the comment I thought the site could be described as being somewhat “rural”. The approach road was the type of road you drive on with the constant thought in your mind of “ I hope I don’t meet anything coming the other way”

However, a couple of weeks later and the weekend of the event the weather had improved beyond measure and we set out on the Friday morning and after an easy journey of about 50 miles from home we arrived at the previously rather depressing site to a completely transformed one. Apart from being sunny, which of course always makes everything look better; the site was a real hive of activity with all the paraphernalia you associate with a vintage show in the making.

Pulling into the main entrance and then coming to a stop to look for any signs or other means of identifying exactly where we needed to

be heading we were aware of a Fergie tractor heading our way being driven by someone who was obviously an organiser.

Suitably pointed in the right direction we drove across the showground to the Stationary Engine section there to be met by a most helpful lady who was the Stationary Engine Steward. Having explained that I had been unable to bring an engine but had brought a Greeves Scottish Trials motorcycle and was it still ok to camp where we were. The change of exhibit proved to be no problem at all and we dropped the caravan into position.

Saturday morning dawned and the site was just a mass of activity, keeping in mind this was a Working Show the movement of machinery to the four fields was an entertainment in itself.

Heavy horses are always a magnificent sight and it was a real



treat to see them in such a setting and to watch them ploughing during the weekend.

Now in its 14th year the show has gone from strength to strength according to the many long term exhibitors and paying public we talked with and many said the attraction was the informal atmosphere created by the organisers, not too many rules and regulations, enough to be safe but not dictatorial.



The working side of the weekend included demonstrations of steam threshing, steam-wood sawing,

steam stone crushing and road making. Ploughing for fun as well as Match Ploughing was featured and over the two day event vintage cars, bikes and military vehicles were on display, and for those with tired feet there were tractor and trailer rides on offer.



The opinion was that all going well we would put this weekend in the diary for another visit to this show in 2017. It felt as if we had turned the clock back to our early days of rallying.

For a while I have advocated that small informal rallies are the future of our hobby and this event strengthened my opinion we had a great weekend and more than £8500 was raised for the Air Ambulance charity.





Cheffins is the UK's leading auctioneer of steam engines and vintage and classic tractors and motorcycles. The Vintage Sales team hold a number of world-wide records for steam engines and vintage collectibles sold at auction.



***The next
Cambridge Vintage
auction will take
place on Saturday
22nd April 2017 at
the saleground at
Sutton.***

Go to :-

<http://www.cheffins.co.uk/>

I offer no excuse for including this information again in our magazine because I too have recently had some items made by the East Anglian Sealing Co. Ltd and can endorse every word below previously submitted by Colin Cracknell. The products are second to none and the service is excellent. (editor)

I recently wanted a cylinder head gasket for an old American made stationary engine which I was restoring. I had been told there was a firm on a small industrial estate in Bulmer near Sudbury, who specialised in gasket making.

I took my cylinder head and the old gasket and located their works. I found them to be most helpful and was asked if I could wait a little while and they would make me one immediately.

They took measurements, went to a computer for a few minutes and then disappeared elsewhere. After a short wait (me sitting on a comfortable chair) back came the man complete with my new gasket.



I thought this was excellent service and done in such a nice helpful way. I would recommend this firm to anyone wanting gaskets made.

Their details are: Steve & Kim Cant,
T/A East Anglian Sealing Co. Ltd., Unit 3-6, Goldingham Hall,
Bulmer, Sudbury CO10 7ER.

Email: sales@easeals.co.uk Telephone 01787 880433

Yet again this company has come to my notice as really being THE place to contact if you need one off gaskets. We have all spent hours snipping and clipping gasket material and the results are rarely as good as the original. I know the prices are very reasonable so why risk a homemade gasket and waste valuable time? (editor)

G B Auto Services



**For all of your
Vintage and
Classic Vehicle
oils**



**G B Auto Services, Unit 1, Cross Green, Cockfield,
Bury St Edmunds, Suffolk, IP30 0LG
01284 827651**

Email: info@grahambedwellautos.co.uk

For Sale and Wanted

WANTED: English scythe blades from as good/new condition to still having some hope of recovery from past use or neglect.

Particularly looking for **Isaac Nash Best Crown** universal type. This is a type without rivets along the back and with a serrated metal ball attached to the tang.

I hope to be able to arrange to collect myself if possible.

Peter Higgs, Kingcups, Scotts Grove Road, Chobham, Surrey, GU24 8DY.

Tel. 01276 858950, e-mail: kingcups@tiscali.co.uk"

Make use of the For Sale and Wanted section in your magazine, it works!

I recently advertised a motorcycle lift and I could have sold about 10 of them!

Send your advert to the editor:-

fmps@btinternet.com

A Recommended Supplier

From the Editor

About a year ago we had a feature in the magazine about a small company I had been recommended for the manufacture of studs, spindles, special bolts and similar items we may be stuck for during a restoration or repair of our old machines.

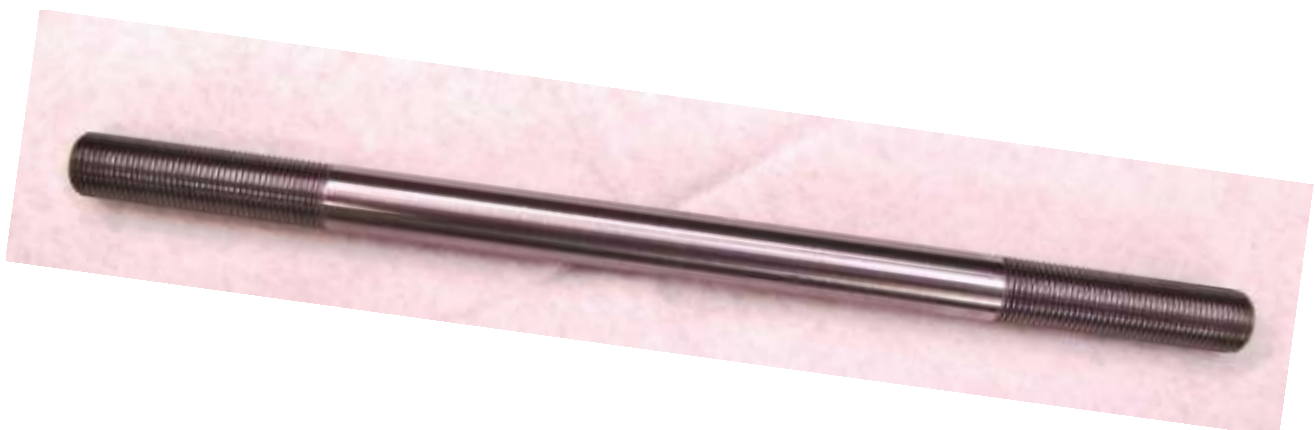
I can now pass on the recommendation as I have recently had a rear wheel spindle made for an old motorcycle. This spindle is 10" long and 9/16" diameter. The threaded sections are British Standard Cycle Thread (CEI) The material is EN8 steel.

The spindle took just a very few days to make and post out and when it arrived demonstrated some excellent workmanship. And, the best part was the price of just £11.00 plus postage.

The company is purely internet based and can be reached at mojo50@btinternet.com the contact is Maureen Martin and be sure to mention FMPS.

Or send details of your needs to:-

Maureen Martin.
17 Glendale Caravan Park,
Port Carlisle,
Wigton,
Cumbria. CA7 5DH.



F.M.P.S

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Cover Picture:
A Cold Christmas

F.M.P.S

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**Deadline for next
magazine is
February 20th 2017**