



# RESTORER

EDITOR: KEN AUSTIN

## EDITORIAL

No room for a separate editorial this month so I will use the space for my Aldham Rally Report.

I think it is safe to say that this was the most weather-affected rally in all of the 31 years it has been held. Over that time we have been fairly lucky, although I do recall one very wet time many years back on our previous Wash Farm site at Aldham which came a good second, and one on our present site when a Thunderstorm brought things to a temporary halt mid-way through the tractor parade. It was not so much the weather during the event as that during the week prior which had already waterlogged the ground. This rendered a sizeable part of the car park field unusable, resulting in us not being able to satisfy the demand for parking space on Sunday. We were forced to turn away the public at one time, further reducing gate income which was already well down because of the weather. Although the final balance sheet is not yet available, it is inevitable that costs will exceed income this year, but goes to prove the wisdom of having built up a working float (no pun intended) over the years to buffer just such an eventuality.

What a wonderful lot of dedicated loyal exhibitors we had turn up on the Saturday regardless of the weather. It was obvious beforehand that they would not have the best of times, with a wet Saturday following several days of near continuous rain, yet still they came, when it would have been all too easy to have stayed at home in the dry. It is so disappointing when after all the effort they are not able to parade. Stallholders, having paid their fees, had reason to brave the conditions, but had surely already put Saturday down as a lost cause, hoping that Sunday might still be worthwhile. Everyone deserves our thanks for enduring the difficult conditions. The expression on the Ice-Cream seller's face said it all.

Looking at the field conditions on the Thursday set-up evening it was evident then that things would be difficult on the coming weekend, but if the rain held off on the Friday there was hope for some wetness to drain off. Unfortunately this was another day of near continuous rain adding to the already poor conditions. As expected, come Saturday there was no way that the ground would hold up to what we were about to throw at it, the main field being a no-go area from the off. Even single vehicle movements were churning up the grass but we had no option but to allow most vehicles to take up their allotted positions. There was no way that the steam vehicles were going to access their normal area, leaving no choice but to squeeze them onto the hard area beside the barn just onto the main field. It had already been decided to relocate commercial vehicles with very large camping trailers elsewhere this year, but we would have been forced to do this on the day anyway. The ring area itself appeared in a reasonable condition, but had there been parades on Saturday then some of the approach routes would have degenerated into a swamp and the ring would then have been made unusable for the whole event, so we had to cancel all parades on the first day and instead improvise with a roving commentary to each of the sections. We tried to keep to the programmed times for this where possible, but allowed some parts to run a little late in anticipation of others not needing their full allocation of time. The Auction was hardly affected as the rain eased off before the start and went ahead as planned, although taking to opportunity to bring the start forward by some 20 minutes. Parts of the public car park were akin to a paddy field by now and totally unusable, with several roadways becoming impassible. The Scouts and Air Cadets did sterling work here in directing traffic to usable areas of the car park, with other people helping to maintain roadways. The evening road-run was downgraded from a formal departure from the arena, participants instead making their independent way to the Six Bells at Colne Engaine.

Sunday dawned bright and dry as forecast, even turning hot and sunny in the afternoon - what a shame it came a day too late. Conditions had not improved in time for the first scheduled parade, so the commentator went to the Motor Cycle enclosure and chatted about them from there, but the range for the radio-mike proved to be on the limit and with the loudspeaker range not reaching to their enclosure, this resulted in the commentator being unaware of the intermittent reception so carried on oblivious - just one example of the

problems when having to improvise. I am sure many exhibitors were disappointed at not being allowed to parade, but just as many were relieved at not having to make a mess of their pride and joy and then have hours of work de-contaminating; there was no way to keep all parties happy. As conditions improved so limited parades were started, although without the heaviest vehicles. Areas of the arena which had been filled-in during the winter then revealed a bed of clay beneath a sprinkling of top soil, so parades were gradually routed away from the arena perimeter to avoid this, but we got by and at least gave the public something to see. In fact the Steam Parade proved an added attraction as tentative moves were made to see if this was possible, but spinning wheels at first made this look like being unsuccessful, although after rescue a few others did make it and we even had an impromptu winching demonstration - Well done lads. Although most later parades were now possible to a degree we could not allow the Car Section to access the ring, even if they had wanted to. The restricted width access throat from their field due to the steam vehicles location would have blocked public access as the cars queued to parade. Also, as the usable ring area was by now limited this would have overflowed (again, no pun intended), so cars needing to exit would have been blocked by those yet to parade still occupying the throat, resulting in gridlock.

My opportunities to actually see around the site are normally quite limited, but I did see great effort being put in by many individuals, but there were many others that went unobserved, reducing the problems which would certainly have been greater otherwise. My report is not the place to thank individuals by name, I leave that to Bob Starling, although I will just mention the amount of time that he puts in himself during the build-up to the rally, of which most of us are unaware, to the extent of camping on site for about six nights, as I know he would not mention that in his report. Just ten months until it all happens again, but a dry one.

**RALLY SECRETARY'S REPORT** by Bob Starling.

Not as successful as past rallies, with the weather was not at all kind to us this year, raining on most days of the two weeks leading up to the rally, so making the field conditions poor before we even started setting up. The central area of the car park field was already under water, influence by the level of the nearby lake which and was 12" above it's normal high level. The car park lanes and layout was changed so as to avoid the bad area, but this reduced the parking capacity, though we would probably have coped, but the rain continued all day Saturday making it much worse. Carl Root's very prompt response in providing wood chippings helped considerably. No ring parade was possible on the Saturday and the low attendance would have been even lower but for the auction. Many compromises had to be made, with the Steam section unable to access the main field beyond the entrance neck they were forced to set up on the hard standing adjacent to the barn, resulting in this busy area being very congested. On Sunday there was a great improvement in the weather, bringing in the public in numbers too great for the conditions, with many vehicles getting bogged down which kept Roger and Scott busy towing them out. The car park had to be closed for a time and vehicles directed firstly to any spaces available in the adjacent exhibit field and then resorting to parking on either side of the main road as far back as Wakes Colne Green. We were able to have some limited ring parades on Sunday. Yvonne, Phillip May and Eddie helped with the Military section and Sue Doncaster and Trevor Key with the Commercials. The Great Tey Scouts were enlisted to run the auction and assist with marshalling duties, which they will continue to do next year. Also next year Yvonne Copeman will become the Military section organiser and Sue Doncaster the Commercial section organiser.

The accounts to date do not make good reading, consequently there will be no monetary income for either NEETEC or Earls Colne Scout Group. The final Rally Accounts will be available for the AGM in December. I would like to thank everybody who helped with the setting up, assisting over the weekend and taking down. P.S. - See Forthcoming Events for a field clean-up morning on Saturday 16<sup>th</sup> August.

Many thanks, Bob Starling.

**ALDHAM TROPHY WINNERS 2008** - Report by Alan Mattin.

Congratulations to all of the 14 trophy winners at this years rally. Due to the inclement weather conditions on the Saturday several exhibits were left under wraps, so most of the judging took place on the Sunday. A Thank you to all of you 15 good folk who did the judging for being flexible and giving of your time. Also I would just like to thank Scott and some of the engine men for their help with the coal, etc.

**THE VARIOUS TROPHY WINNERS WERE AS FOLLOWS :-**

- |   |     |  |
|---|-----|--|
| <i>Chairman's Trophy</i> - Best Stationary Engine Overall | 1.  | John Chiles, Monarch 1¾hp.                     |
| <i>Colne Shield</i> - best Stationary Engine up to 2½ hp. | 6.  | John Searles, Lister D Sheep Sheering Set.     |
| <i>Aldham Shield</i> - best Stationary Engine above 2½hp. | 21. | Chris Armour, Ransomes Wizard                  |
| <i>Tey Cup</i> - best Tractor overall.                    | 5.  | Chris Phillips, Marshall Series 3A.            |
| <i>Vintage Tractor</i> , pre 1947.                        | 2.  | Phil Copeman, Marshall Model M.                |
| <i>Tractor Award</i> , post 1946.                         | 47. | M/s Howe & Smart, Ford Dexta.                  |
| <i>Mattin Steam Trophy</i> .                              | 2.  | Matt Garwood, Aveling & Porter Steam Roller.   |
| <i>Copeman Cup</i> - best Working Exhibit.                | 3.  | Adam Munson, Amanco Hired Man.                 |
| <i>Treasurer's Cup</i> - Military or Commercial Vehicle.  | 35. | Paul Wright, Austin K2A GS Tender.             |
| <i>Colchester Rose Bowl</i> - best Car.                   | 39. | Harold Landin, Morris 8.                       |
| <i>Motorcycle Award</i> .                                 | 18. | David Garrad, BSA B40 350cc.                   |
| <i>Macmorland Cup</i> - best Junior Exhibit.              | 36. | Sam Wright, Parachute Drop Container & Barrow. |
| <i>Chalkney Shield</i> for best Section.                  | -   | Mark & Terri Honeywood, Car Section.           |
| <i>Judges Cup</i> for judges personal choice.             | 21. | Bill Parmenter, BSA Golden Flash.              |

## **STEAM, STATIC & LIVING VAN SECTIONS Report by Pauline Mattin.**

A disappointing weekend with the weather, with the steam engines having to stay at the top of the field as it was so wet. We had nine full size engines and six scale models, also the railway train was back this year. Static displays included Organs, Wheel-wrighting, Horse drawn carts and several displays of bygones, also six living vans. Many thanks to Sarah for all the help during the rally including trying to get the engines into the ring on Sunday afternoon, but the ground was still too soft. We look forward to a drier 2009. Congratulations to Matt on winning the Steam Trophy.

### **IS YOUR RALLY PICIE ON THE WEB?**

Once again Pete Aldous has given good coverage to our rally on his web site, where 21 photo's can be found. [www.stationaryengine.org](http://www.stationaryengine.org) then click to enter the site and select the green 'Rallies I entered in 2008' box and then select *Aldham*. Thanks Pete, if you get to read this.

### **FORTHCOMING CLUB EVENTS**

**RALLY FIELD CLEAN UP.** Saturday 16<sup>th</sup> August from 10.00am

We need to have a Working Party to clean up wood chippings and straw from the field. Please come along to the White Colne field if you can, armed with rakes, shovels and forks, even a wheelbarrow if you have room.

**SEPTEMBER CLUBNIGHT.** Thursday 4<sup>th</sup>, 8pm. Talk on Stained Glass by Christopher Parkinson.

**OCTOBER CLUBNIGHT.** Thursday 2<sup>nd</sup> 8pm. Growing up in Colchester's Dutch Quarter, 40's-50's. Roy Walters.

**WHEELS BY LAMPLIGHT.** Ipswich Transport Museum, Saturday 18<sup>th</sup> October. 7.00pm.

It always comes as a jolt when writing this advance notice of the lamp display evening, to realise that it is only two months away and that mid-summer must already be past. Anyway, October cometh and by the time of the next newsletter this event will just be about two weeks away. It needs no introduction to those members who display their lamp collections here, but for anyone having a small collection of lamps or other paraffin powered things (not tractors or engines) this is an opportunity to display them, meet and chat to others with a like interest as well as the public, who always seem to interact well at this event. Also as an exhibitor you get to see the museum for free, even if the illumination by 700+ lamps means that they are a little harder to see and some larger vehicles have been moved outside to make room for us. Past exhibitors will no doubt receive an entry form, but you can get one from the Transport Museum on 01473-715666.

### **POSSIBLE CRANK-UP RETURNING**

Bob Starling advises that the past October Crank-Ups which he arranged at Easterford Mill at Kelvedon, which ceased following the sale of the mill to new owners, have a possibility of being resurrected in late October. If you are interested please let him know, so that arrangements can be made if there is demand.

**THURSFORD CONCERT 2008** Saturday 22<sup>nd</sup> November.

We are now taking bookings. We have a few places left of our allocation of 50 seats for this year's concert. Book with Pauline. As usual their prices are up again but there will again be a club subsidy to keep the overall cost including coach down to £35 for members or £40 for guests.

### **NON-CLUB EVENTS**

Peter Webb is helping to organise a '**GET CLOSE-UP AND FRIENDLY TO A SUFFOLK PUNCH**' Horse day, on 31<sup>st</sup> August from 11am to 3pm in aid of the Suffolk Punch Trust. Many Suffolk Punches will attend this informal event being held at Salcote Hall, Goldhanger Road, Heybridge, near Maldon on the B1026.

Donations go to the Trust.

### **WATCHING THE STEAM TRAINS – STILL ON, BUT LATER!**

The plan to run two steam hauled tours from Liverpool Street to Norwich & back (via Colchester) hauled by the newly restored Britannia class loco 70013 *Oliver Cromwell* is still on, but the first date had to be put back further, even though the rebuild was complete. The hold up was in the supply and fitting of the On-Train Monitoring Equipment (black box), a legal requirement for compliance with modern day signalling.

The revised first date is now Tuesday 9<sup>th</sup> September, the second is unchanged on Saturday 20<sup>th</sup> September. The loco spent the first ten years of it's working life from 1951 hauling trains between Liverpool Street and Norwich and later Clacton, before the end of steam in our area, then after retirement in 1968 could be seen at Bressingham Museum before removal a few years ago for overhaul at Loughborough to enable it's return. Timings not yet available, so look later on [www.steamdreams.co.uk](http://www.steamdreams.co.uk). 01483-209888.

### **MEMBERSHIP NEWS**

We have two new members to welcome this month.

Stephen Silburn from East Bergholt and Victor Smith from Tendring.

**Held over for next issue** as no space – Draw results, Tendring Show report, Waverly steamer dates.

## **REPORT ON RECENT EVENTS**

### **JULY CLUB VISIT. TO THE KEEBLE FAMILY FARM AT BRANTHAM HALL. Thursday 3rd.**

With no rain since our Aldham Rally but heavy rain forecast, we were relieved when it held out to give a glorious sunny evening after a vicious short burst in the afternoon, which dried almost as it hit the ground. The farm entrance was made obvious by the placement of a large excavator bucket beside the road which give us a clue – and possibly ideas to anyone passing with the right gear and aware of current scrap values! Members recalling our previous club visit of many years past, probably knew that our hosts would do us proud, but the number of items – big items – that confronted us came as a surprise. A Large engine had been brought out from it's place of storage and was running for us, along with others running in their impressive specially adapted places of residence, as were restored vintage tractors which were put to work in the fields demonstrating harvesting the potato crop and the follow-up soil management. We were taken aback at the changes since our last visit by the number and size of the rescued machines – not just tractors or engines – but the number of large excavators, including the Walking Dragline, also the quantity of large vintage factory machinery being installed in a workshop complete with overhead line shafting and belting – like a lathe with about 12 ft wheel capacity! There was both a Ransome & Rapier and Ruston-Bucyrus presence sufficient to classify the site as a museum. The 80 ton Dragline was very impressive along with the others and also a large ornate Wind-Pump which got lots of attention and will be most imposing once restored. An excellent selection of refreshments was also provided & much appreciated. There must have been many hours spent preparing for our visit – and again getting things back to normal afterwards. A splendid evening for which the Keeble family and helpers deserve lots of praise.

### **MEMBERS MARKET PLACE** (Send or telephone your free adverts to Ken Austin )

Diesel tractor needed for smallholding, must be a runner, Dexta or something similar for general light duties and mowing, ideally with a live PTO. Also storage space available to rent in Ardleigh near Colchester, indoor and outdoor available, reasonable rates. Also 30 foot by 8 foot lockable container for rent. All available on weekly, monthly and yearly terms. For all above contact Martin Stubbins

### **EVENTS DIARY** *Any omissions do not imply an event is not taking place.*

**CLUB NIGHTS** ARE HELD IN THE WIVENHOE FOOTBALL CLUB SOCIAL CLUB, LOCATED NEAR THE ESSEX UNIVERSITY, COLCHESTER. Normally held on the first Thursday, 8pm.

**Directions** - Leave Colchester on the A133 towards Clacton. Turn right at the top of Clingoe Hill (University towers seen on right) onto the B1027 signposted Alresford & St Osyth, then at next traffic lights go left (still 1027) towards Alresford (not Wivenhoe). In half a mile, at cross-roads (near the floodlight), turn right; within a 100 yards the entrance gate is seen on your left. Use door on the end of building seen to your left as you enter car park. **MEMBERS GUESTS ARE WELCOME** at normal clubnights.

- Sat 16 August **RALLY FIELD CLEAN UP.** From 10.00am. Details in this issue.
- w/e 16,17 Aug Rougham Air Display & Harvest Fair.
- w/e 16,17 Aug Lincolnshire Steam Rally.
- Th,Fri 21,22 Aug Clacton Air Show
- We-Su 27-31 Aug Great Dorset Steam Fair.
- Sun 31 August *Get Close-up & Friendly to a Suffolk Punch* horse day. Salcote Hall, Haybridge. Details in N/L
- Thu 4 Sept **Clubnight.** Talk on Stained Glass by Christopher Parkinson
- w/e 6,7 Sept Haddenham Steam Rally.
- Sun 7 Sept Maldon & District Vintage Tractor & Engine Club Working Day, Mayland
- Tue 9 Sept Steam train. 70013 Oliver Cromwell. Liverpool St – Norwich & return.
- w/e 13,14 Sept Bedfordshire Steam & Country Fayre, Old Warden Park.
- w/e 13,14 Sept Essex Country Show.
- w/e 20,21 Sept Henham Steam Rally.
- Sat 20 Sept Elmsett Airfield Open Day
- Sat 20 Sept Steam train. 70013 Oliver Cromwell. Liverpool St – Norwich & return.
- w/e 27,28 Sept Strumpshaw Working Weekend. (7pm>)
- Thu 2 October **Clubnight.** Growing up in the Dutch Quarter of Colchester in 40's & 50's.
- w/e 4,5 October Ploughs to Propellers, Rougham Airfield.
- Sun 5 October Ride the vintage buses at Ipswich Transport Museum
- Sat 18 October Cheffins Vintage Auction
- Sat 18 October **Wheels by Lamplight** at Ipswich Transport Museum.
- ? October **Possible crank-up**, Easterford Mill, Kelvedon. Details in this issue.
- Thu 6 November **Clubnight.** Andy Malcolm Fisherman's Mission talk.
- Sat 22 Nov **Coach to Thursford Christmas Concert**
- Thu 4 Dec **AGM & Buffet** (No January meeting, 1<sup>st</sup> Jan)

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