



RESTORER

EDITOR: KEN AUSTIN

CHAIRMAN'S BIT

Well here we are again! I was hoping that someone out there was an aspiring Chairman but it was not to be, so you are lumbered with me.

I would like to thank all those of you who turned up for the AGM; without your support it would be very difficult to know how we are doing in the business of running the Club.

Our thanks are due to Martin Humphries our retiring secretary for his time and effort on our behalf during his term of office. THANK YOU MARTIN.

We welcome two new members to the committee - one of whom has taken the job of secretary. Full details are to be found elsewhere in this newsletter.

Finally, may I wish you all the very best for Christmas and the New Year.

DAVE CULHAM

NEW MEMBERS

We would like to welcome the following new members:

Doreen Landin (wife of Harold) from Ipswich, Linda Beevis (wife of John) from Sudbury, Julie Woolener (wife of Trevor) from Boxted, Mrs A Rose (wife of John) from Stowmarket, and Ian Culham.

OLD MEMBERS

You will be if you forget to renew your membership!

See Pauline Mattin or send in the slip from the last Restorer.

NEW COMMITTEE

Following the AGM, our new Club Secretary is Bob Pirie (12 Maybury Close, Marks Tey, tel _____), and Fred Cutler (25 Buckingham Drive, Colchester tel _____) joins the committee.

ANNUAL DINNER/DANCE

Just a reminder to book your places as soon as possible with Pauline Mattin - at the December Club meeting, or telephone her _____ - for the Club Christmas Dinner/Dance to be held at the Kingscliffe Hotel, Holland on Sea, 7.30 pm for 8 pm on Saturday 13 January 1996. Club members (and immediate family guests) £12.00, Other guests £14.00.

EASTERFORD MILL CRANK-UP - 8TH OCTOBER

I would like to thank all the members who came along to support the event and along with the excellent weather and riverside setting, made it a very enjoyable day.

BOB STARLING

20TH ALDHAM RALLY - SATURDAY 8TH AND SUNDAY 9TH JUNE 1996

Planning is under way for our annual rally at Wash Farm Aldham. Our first committee meeting was held on 6th November. This being our 20th Rally, it would be nice to see as many Club Members attending as possible. Can I make my usual request for volunteers to assist at the event, and in particular on the Sunday evening. Offers of help would be most welcome - looking forward to hearing from you.

Rally Secretary	R. Starling
Earls Colne Scout Group	G. Posner and M Bartier
Printing and Programmes	K. Austin
Safety Officer	K. Jarrett
Awards and Trophies	A. Mattin
Stall Holders	Shirley Clement and M. Clement
Static Displays / Steam / Miniature Steam / Living Vans / Small Agricultural / lawn Mowers / Cycles	Pauline Mattin
Tractors	R. Attmere
Military Vehicles	P. Copeman
Commercial Vehicles / Buses / Coaches	P. Culham
Pre and Post War Cars	H. Landin
Motorcycles	K. Johnson
Stationary Engines	A. Rose
Auction / Club Liaison Officer	D. Culham
Ring Commentary	P. Webb
Exhibitors Meals	Earls Colne Scout Group
Public Address System / Communication	
Radios (ESCAT)	Earls Colne Scout Group
Gate Marshalls	Earls Colne Scout Group
Car Parking	Earls Colne Scout Group
Licensed Bar	T. Clarke (Carriers Arms, East Bergholt)
Route Signs	W. Parmenter
Event Signs	M. Clement / A. Mattin / P. Copeman
Ring Marshall	Position Vacant
Ring Co-ordination	Position Vacant
Marshalls	Position Vacant
Equipment Transport	Position Vacant
General Assistance	Position Vacant

Wishing all members a Merry Christmas and a Happy New Year

CONTINUING PETER WEBB'S ACCOUNT OF MOVING AND SETTING UP HOME

'TO SURVIVE THE WINTER'

I was born in the late 1940's, and as many readers remember, the country was still in the grip of post-war austerity. My parents, just setting up home after dad's 'demob', learnt many cost cutting, make and mend ways in order to survive the shortages. Many of these habits rubbed off on me as a youngster but the more affluent 1960's and 70's did not require these skills. If anything wore out, then just replace it with something new.

Believe you me, in our first winter at Gamekeepers Cottage not only did these old values come flooding back but also many of my parent's habits and knacks as well. As our only means of heating was the Victorian fireplace, fuelled by cut up pallets and the old willow tree logs in the Autumn, it did not prevent ice from forming on the inside of the windows. Through dark December and January we began to settle into a routine. During weekdays, upon returning home from work, Mary would cook the dinner and then dash into the front room with the food where we ate in front of a roaring log fire. After the meal, we would then work on the house, until 10 o'clock. A quick visit to the bathroom followed by a sprint downstairs and in front of the fire a travel rug would be snuggled into by us both and we rapidly warmed up. Mugs of tea heated by the fireside would be drunk. As bedtime approached, our eyes would meet and we would dash upstairs and jump into bed in a matter of seconds - not, I may hasten to add, for amorous reasons but purely to keep warm, and within minutes a deep peaceful sleep would ensure. One morning I counted three blankets, one duvet, an overcoat and two overcoats on our bed! Upon awakening at weekend, we would shuffle downstairs in our thick pyjamas, socks and dressing gown, swallow hot tea and set to task on the house.

If a midnight sojourn was required to the outside toilet, then this turned out to be an enlightening episode in the ways of the country. A 2 am smallholding is different from the daytime version that we were becoming familiar with. On many nights, we would wonder at the full moon and see clearly, unhindered by street lights. The calls of owls and foxes within yards of us became something to share and not be concerned by. The stillness was to be part of and not afraid.

The power and force of nature are more pronounced in the open countryside. The south westerly winds blow from the Blackwater Estuary across our little house and shake it violently as they course their way to Salcott Creek and beyond. One such day, I fully remember leaning my bodyweight against the winds force, something I had only read about in books about Scotland. When the frosts came, they were pure white and crackled as you walked the frozen pasture. The rains fell for days on end and I was thankful that I had cleared our field ditches gently sloping away from the cottage and eventually draining into the Blackwater. It takes time to get to know your land and after a lot of effort, I traced clay land drains that fed into the ditches. They were blocked solid and when I rodded them it was the sound of gurgling clear water that greeted me. I was to be rewarded later in the summer with a good crop of barley on a previously too wet patch.

Late Autumn / early Winter is an ideal time to plant trees and hedging so, despite our limited time and other urgent priorities, I ordered two hundred trees from a commercial nursery. Alongside the cottage is a field road made up of hardcore and gravel. As this is southwest of us, I decided to plant a double row of trees which would shelter us from the prevailing winds and divide our holding into two. As I mentioned earlier, a lot of time is spent walking between house, barn and fields. To cut this time to a minimum, the row of trees and field road would allow us a two acre 'home meadow' in which is contained the house, barn, outbuildings

and grazing livestock. I read in one of these so called 'self sufficiency books' that it is possible to plant 20-30 tree saplings a minute, as apparently the Forestry Commission do. So, with this in mind, I divided 250 by that amount and estimated that when the trees arrived, it would take Mary and myself a couple of hours to set them. How wrong I was! During the wettest days of early December, the phone rang and the nursery said that my stock had arrived and could I collect. We took the trailer, picked up the saplings and left them in the shed overnight to protect their vulnerable roots from frost. When buying tree stock of any quantity, the only way we could afford this was to purchase three year olds. These are grown on farms in rows of thousands and in the Autumn brutally ploughed out, bundled up and delivered nationally. The 'trick' in giving these sad looking trees a chance of survival is to set them firmly in the soil as soon as you can on arrival. If you let the roots dry out, then all is lost before you start.

The next day the wind and rain blew but, not deterred, we fought our way along the rows with our backs to the elements. I dug into the heavy waterlogged earth and Mary planted, treading in firmly. After three back-breaking hours, we had set 25 trees! So much for what you read in books! In the end it took us a full weekend's work planting a mixture of Alder, Rowan, Silver Birch and Poplar. We fitted rabbit guards, as the rabbit population has now grown and established itself after the ravages of myxomatosis. The rabbits jump up against the saplings, bending them over and cutting off the new growth with their razor sharp teeth. Now that hard work is finished, it is satisfying to see the two hundred yard row set and we check each week on their progress. While we were in the tree planting season, Mary had always wanted an orchard of mixed fruit trees and as Christmas was almost upon us, my mother ordered us our trees as a seasonal present. After clearing a site either side of our south facing barn, I cut up old scaffold poles as supports and planted thirty pot grown half standard fruit trees, ten feet apart. The varieties were traditional. These were Bramleys for cooking, Cox's, James Grieve, Worcester Pearmain apples, Victoria and Early Rivers Plums, Conference and William Pears, with a couple of Peach trees as well. By mid December all of our tree planting was finished and so were we, just about!

The barn that the trees surround is a locally made 'Paul Frost' one with a hay barn attached. This Company used tanalised timbers and lots of them, so generally it was in good condition. When we came to Insure it, the assessor shocked us with its rebuild cost so I count it as a major part of our holding. I do have plans to build a mezzanine floor across the middle of the barn, about ten feet high, so as to create a loft for storage, but this is in the future. The two sliding doors each 15' x 8' requiring some repair are now sound. The previous owners were rabbit farmers, so down the bottom field are three stock houses, each 100 yards long and I am gradually clearing these for storage but the market is flooded with redundant farm buildings so I shall be lucky even to give them away.

By now the bad weather had set in and the days so short that I gave up outside work and again turned my attention to renovating the cottage in time to enjoy Christmas.



I don't think Joseph is entirely convinced about this

CONTINUING THE STORY OF GRAHAM AUSTIN'S ROLLER RESTORATION

Come the day of reckoning, the boiler inspector set to work with ultra-sonic tester, hammer and eyeballs for this first stage exam. At the end of the day, we were relieved to hear that nothing was condemned; in fact as the construction when new was to a higher specification than many other makes, this meant that it was generally good for many a year to come, with erosion in the areas normally expected mostly well within limits, but as expected, some localised build up was necessary.

As the tubes were out anyway, it was decided to take the bull by the horns and go for a full renovation of both tube-plates and renewal of a small area of the firebox crown around the fusible plug, this being down to three threads of plug. This repair entailed the cutting out of an area about three inches round from the firebox crown and welding in a replacement patch of certified quality steel, which in the thread area is now of a thickness well in excess of when new. The lower portion of both tube plates in the area between tubes was built up with weld and ground flat to restore thickness to the same as when new. This should enable the boiler to be passed for operating at design pressure.

At some time in the past a repair/cure to prevent leakage from a washout door in the base of the smoke-box tube plate had been effected by welding up the door. This the inspector did not like, although it was common practice in the past, and so this was cut out and a pre-tapped patch welded in, allowing a washout plug to be screwed into it.

Another modern-day requirement is for a second water sight glass to be fitted, and fortunately provision for this fitting was made when built. No success was had in finding suitable second-hand fittings, although two club members did try to assist, which meant the purchase of new items, which have now been fitted. The motion has now also been re-assembled following its return from Bert Cornford after attention to the small-end brasses and pins.

New boiler tubes have been purchased and fitted in position (not that simple when working on ones own, as it means frequently getting into and out of the firebox. The front roller fork was right in the way when feeding the tubes into the boiler, so needed to be jacked up one side at a time in order to tilt and so allow these to be fed in and then expanded into place.

Attention then turned to preparations for the Inspector's official hydraulic test, which entails pumping up the boiler, completely full of water, to 1½ times the normal 180 lbs working pressure, when 270 lbs must be maintained for half an hour without problems.

The first step was to fill the boiler to see what needed doing to make things water tight, as no doubt there would be some final tweaking required. This was the first "Moment of Truth", as hidden defects are likely to show at this time. True to form, a dribble of water appeared, not from the newly expanded tubes, but from the flange of the smoke-box tube plate where it is riveted to the boiler shell. This initially gave rise to fears of much wasted work, with visions of a new tube plate being required, in which case all the new tubes would have had to come out again and so be of no more use, not to mention all the work on the tube plate being to no avail. As it turned out, however, this is not an uncommon occurrence after welding work has been undertaken on the tube plate, as the great heat generated disturbs the natural rust seal of the flange. It came as a great relief to hear that the standard cure for this is a bead of weld around the affected area of flange. Once this had been attended to by John Sinclair, the boiler was again filled with water and a final check for seepage carried out, indicating where any gland packing, water cock bedding-in etc needed attention. Next came the hydraulic test. (To be continued)

NOVEMBER CLUB MEETING

Nick Smith, the curator of Barleylands Museum, came along to our November Club night and gave us a fascinating 16 mm cine film show of Fordson films, on his recently acquired 16 mm projector. Nick is not only a lifetime collector of memorabilia but a restorer and farmer as well. In fact, he packs so much into his daily life that the happy fate (!) of most men, that of marriage, has not yet befallen Nick.

One of the joys of watching old films is to observe the details of cars, background scenery, clothing and pace of life of the people and their working conditions. The absence of any safety equipment, goggles, gloves, saw blade guards etc at times makes you cringe at the thoughts of possible accidents. Times do change and these valuable time capsules give us a yardstick to measure by. I also noted the severe snow falls and freezing weather of winters' gone by before possible global warming.

We are fortunate as a Club to be allowed to view Nick's own collection next year and I certainly recommend and look forward to that Club outing.

PETER WEBB

FOR SALE

Approximately 50 copies of "Model Engineer" early 1960's, all good condition. £5.00 the lot.
Peter Webb

4 cylinder Massey Ferguson 35, unrestored runner. £400 ono. Phil Copeman

WANTED

Bamford (or similar) hay finger mower; also early binder, in working order.

(Now here we have a problem - I can't read the name from my notes of the phone message! - so if you've got the above for sale, please let me know - and if you were the person who wanted them - please phone me again !!!)

EVENTS DIARY

(If I've missed something let me know)

EVENTS MARKED WITH * ARE STILL TO BE CONFIRMED

FRI	1 Dec	Club Meeting - informal meeting (with buffet) <u>NOTE ITS FRIDAY 1st</u>
THU	4 Jan	Club Meeting - talk by Richard Hemington. Steam in Eastern Europe
SAT	13 Jan	Club Christmas Dinner (Kingscliffe Hotel, Holland on Sea)
THU	1 Feb	Club Meeting - talk and demo on metal polishing by Tech-nick
THU	7 Mar	Club Meeting - Films from the East Anglian Film Archive
THU	4 Apr	* Club Meeting - Confessions of an Auctioneer by Richard Kemsley
THU	2 May	* Club visit - Roger & Cheryl Clarks Farm
SUN	12 May	* Club Coach - Black Country Museum
THU	6 Jun	Rally field preparation evening
W/E	8/9 Jun	ALDHAM RALLY
THU	4 Jul	Club Coach - Nick Smiths Collection at Good Easter
SUN	4 Aug	Road Run and Bring anything Gathering/Barbecue at Lt. Tey

FORTHCOMING EVENTS

BLACK COUNTRY MUSEUM

We are proposing a coach trip to visit the Black Country Museum at Dudley on May 12th. Their 1996 special event programme is not finalised yet, so the date could change slightly. Finding somewhere fresh to visit means casting the net a bit wider and this fits the bill of being well worth the journey and still within range to give a comfortable one-day trip. Journey time will not be much longer than some undertaken before, being mostly on fast roads, and should still allow us a 3 to 4 hours visit.

"Museum" is perhaps not the ideal word to describe this 26 acre site, which maybe should be described as having had the present eradicated and pockets of the past transplanted from Victorian times to give a genuine time-warp impression, where instead of seeing things rescued from the past being displayed, it could be said that the past itself had been rescued and that the site was the display case which you entered. For example, take the Ironmongers shop - just one of the many that make up a complete village - with every conceivable item of stock suspended from the rafters, not just isolated items, but in quantities just as they would have been, complete with a real live shopkeeper smelling of paraffin; the one shop which did not have anything for sale, but had it, there would be no room for passengers on the coach back home. However, the Victorian pub is open for business, along with others such as the bakers and sweet shop. These form only part of the overall picture, with a foundry, ship repair yard, chain maker, coal mine (not to be missed), canal boat trips through a tunnel, trams, old vehicles, trolley busses, Victorian fair, horse drawn carts and a beam engine amongst others. Large cafe on site.

PLEASE INDICATE YOUR INTEREST TO PAULINE MATTIN NOW - BOOK LATER

THURSFORD 1996.

We are applying for tickets and expect to run a coach again next year.

"ANYTHING BUT " BUTTS OUT

This gathering will be on Sunday 4th August, but has been changed to include anything at all, and will now include a road-run for all vehicles in the morning, with a barbecue available for lunch. The road-run is to be filmed and will feature in a new video production. This is still your chance to bring along that something that never gets shown because no one else is daft enough to collect them, and could also finish up on the video.

STEAM IN EASTERN EUROPE

This will be the subject of the January Clubnight. Richard Hemington will be giving a talk and slide show on the last of the steam treasures to be found in this once inaccessible land.

METAL POLISHING TALK

This twice postponed and looked forward to talk will hopefully be the subject of the February Meeting. Any way of cheating to get maximum result with minimum effort is worth knowing. No doubt the tools of the trade will be available for purchase after the meeting, but will anyone believe you when you explain that your money went on SOAP!

VISIT TO NICK SMITHS COLLECTION IN JULY

This will be a coach trip to Good Easter so there should be no problem in finding the place. To trim timing of this Thursday evening trip, the coach will leave direct from Little Tey at 7pm

"STOURPAINE VINTAGE AUCTION" - 1st SEPTEMBER 1995

Marquee One - Auctioneer John Bundy

Ruston & Hornsby Nameplate £16, Blackstone Tractor Rake Nameplate £32, Holman Bros. Canterbury Plate £20, GNR Trespass Sign £35, Locomotive Nameplate 'Penzance' £740, Major Oils Enamel Sign £68, Blackstone Iron Seat £30, MG Enamel Sign £62, Robin Starch Sign £65, Ford V8 Sign £60, Colmans Starch Sign £82, Rolls Royce Sign £162, Ford/Fordson Agents Sign £72, GWR Sign £95, Prices Carriage Candle Sign £80, Raleigh Motor Cycle Sign £56, Jack Maybole Seat £44, Boyd of Limerick Petrol Can £145, Jack Seat £46, John Wallace Seat £58, WM Doyle Seat £100, Albion Nameplate £20, Park Drive Sign £75, Fowler Nameplate £60, Le Margassin Seat £82, Hirondele & Tin Massey Harris Seat £65, 3 Shell Signs £92, Massey Harris Seat £155, Low Bridge & Crossroads Signs £85, Road Unsafe for Traction Engines Sign £75, Woodruff Seat £410, Ransome Seat £190, Huxtable Seat £42, Bamlett Seat £24, Jarmain Seat £58, Davey Sleep Seat £58, WM Doyle Seat £48, Nicholson Seat £75, Plain Iron Seat £42, Massey Harris Tin Seat £50, Shell Lubrication Oil & Castrol Signs £42, Royal Navy & Marines recruitment Signs £76, Copper Kettle, Mug & Copper Tray £28, Pr Roller Sprung Mounted Oil Side Lights £200, Pr 742 Oil Headlamps £520, JR Oldfield Sprung Rear Lamp £95, Eli Griffiths Lamp £95, Early Electric Head Lamps £95, Deutz Motorcar Lamp £85, Lucas King Lamp £70, Pr Long & Short Trumpet Windtones £205, Potholers Lamp £66, Blow Lamps & Torches £92, Redline Petrol Can £52, Blow Lamp £60, Lucas King Lamp £80, Howes & Burley Lamp £80, Bleriot Carbide Generator £210, 4 Brass Bells £68, Standard Lampstand £70, 14 Servant Bells £220, Brass Chandelier £85, Pr Showmans Lamps £600, Pr E279 Headlights £90, Pr Trap Lamps £260, Copper Cheese Vat £380, Railway Lamp £50, Street Lantern £100, Ships Wheel £180, 2ft Sentinel Steam Wagon £300, Model Steam Boiler £170, Spark Plug Tins £105, Model Air Cooled Cylinder £105, Fairground "Rollapenny" Boards £50, Model Steam Engine & Boiler £210, Life Size Gallopers Head £120, Burrell Size 1-4 £3,500, Case Tractor Magneto £115, Steam Engine & Pump £100, Showmans Engine £90, 2 Genuine Showmans Engines £70, Manzel Steam Lubricator £135, Steam Displacement Lubricator £120, Foster Cylinder Lubricator £100, Manzel Lubricator £140, Pickering Governors £115, Penberthy Auto-Positive Injector £65, Penberthy Injector £60, Sentinel Pressure Gauge £40, Gresham & Craven Sentinel Injector £80, Wallis & Stevens Injector £65, Wallis & Stevens Tractor Gauge £84, Early Slater Safety Valves £64, Traction Engine Spark Arrestor £70, Set of Fire Irons £46, Steam Cylinder Oil Lubricator £70, John Fowler Steam Pressure Gauge £95, Traction Engine Lamps £210, Stanier Loco Whistle £115, Mechanical Ratchet £100, Foden Steam Wagon Gauge £170, Myford 3.5 m Lathe £400, Box of Magnetos £250, Wiko Ek Magneto £64, Burrell Chimney Top £145, Burrell Stars & Rings £150, New Fordson Major Front Cowl £130, Fordson E27N Front Grille £72, Fordson Toolbox £42, Ferguson Seat & Toolbox £40, Fordson Toolbox & Tools £40, FE20 Belt Pulley £46, 2 Butler Headlamps £52, 2 Ferguson Footplates £62, Ford/Ferguson Toolbox £42, Steam Siren £725, 4 Books by AG Street £30, Farmall Metal Sign £30, Genuine 1922 Burrell Catalogue £60, 20 Farmer & Stockbreeders Magazines £29, 20 1940's Farmers Weekly £30, Sport Car & Lotus Magazines £100, Ferguson Ploughing Picture £58, 6 Caterpillar Manuals £18.

Marquee Two - Auctioneer Richard Petty

Tortoise Stove £50, Apple Storing Rack £32, Calf Muzzle £28, Man trap £230, 8' High 5' Pine Ornatd Interior Doors £245, Mahogany Round Top Dresser £150, Avery Hand operated Petrol Pump £410, Rare Armstrong Petrol Pump £390, Box Named Implement Spanners £62, Spong No. 5 Mincer £2, Boot Scraper £18, Bunch of Keys £14, 250 Postage Stamps £36, 2 Magpies in case £60, Long Eared Owl in case £55, Red Legged Partridge in case £50, 2 Gun Powder Flasks £28, Bull Mask, Pole & Shepherds Crook £52, Finger Mower £90, Qty Billhooks & Slashers £58, Irish Village Water Pump £185, Fordson PTO £50, 2 Field Telephones £20, MF35 Tractor Grille £26, Britannia Lathe & Tools £125, Old Fairground Horse £44, Anvil & Stand £65, Early Childs Highchair £48, 2 Gallon Petrol Cans £72, Early Hand Mill £55, Electric Multi Wood Working Machine £100, Drew 'En Route' Picnic Set £68, Old petrol Blow Lamps £100, Yoke & Wooden Handle Making Tool £55, Gramophone £30, Vehicle Horn £36, Oil Dispenser £62, Wooden Wheelbarrow £90, Cast Iron Walking Stick £26, Leather Gun Case for Barrels £35, Gledhill Brooks Clocking-in Timebox £52, Childs Wickerbox Pram £130, Terracotta Bust of Oliver Cromwell £280, Pr Terracotta Milk Coolers £78, Single Cheese Press £280, Ox Yoke £26, Cast Iron Piglet Trough £26, Set Shire Harness £185, Amanco Spares £52, 3 Shooting Sticks £44, Butter Churn £110, Copper Kettle £12, Oil Stove £85, Built in Bread Oven £60, Measuring Chains £15.

Outside Sale No. 1 - Auctioneer David Paffery & John Bunting

Horse Drawn Plough £25, Horse Drawn Potato Ridger £28, Ferguson Hydraulic Harrows £75, Ferguson Logging Sawbench £68, Ferguson Cultivator £38, Austin 7 Front Axle £62, Petrol Pump £102, Sack Lifter £38, Reed Comber £40, Self Rake Reaping Machine £650, Old Horse Drawn Beet Plough & Topper £30, Lamp Post £95, Clam Shell Hydraulic Grab Bucket £100, 2-Furrow Ferguson Plough £70, Bentall Corn & Crushing Mill £45, Old Trough £90, Rotovator with Wheels & Plough £60, Ferguson Chain Harrow £33, Ferguson Springline Cultivator £90, Stone Raker £260, 1956 Cleethorpe Calf Dozer £270, Allen Scythe 1930's £22, 4 Wheel Bradley Trailer £80, Howard Gem Rotovator £170, 4 Ransomes YL58 Plough Shares £32, Old Hand Operated Petrol Pump £125, London Street Lamp £105, Allis Chalmers Plough £72, Ferguson Front Loader £50, Self Lift Tractor £200, Blacksmiths Mandrill £45, 2 Furrow Ford Ransome Mounted Plough £90, 250 Gallon Water Bowser £475, Single Cotswold Staddle Stone £80, Butter Maker £35, Horse Drawn Cultivator £70, Small Anvil £70, Ferguson Bonnet £100, Fork-Lift for Ferguson 35 £130, Ferguson Jack £40, Hornsby Furrow Trailer £160, Ransomes 2 Furrow Plough £250, Ransomes Hexetrac 5 Furrow Plough £105, Caterpillar & Logging Winch £350.

Outside Sale No. 2 - Auctioneers Simon Whaley & Iain Soutar

Once again the Star of the Show on the front cover of the catalogue was sold at Auction. This was A 1933 Sentinel Steam Tractor which achieved £35,000. Other highlights included a Foden half size Steam Wagon at £10,100 and an Aveling & Porter Portable Steam Engine £5,200. In the Tractors a mint condition Massey Ferguson 65 made £2,025, a rare Ferguson 20 Vineyard Model £1,275 and Deutz 514 £1,500. Good quality Stationary Engines, of which there were few, were very eagerly sought including a Bomford 5hp £430, Frank Hartop £200, Peter Appletop £380, Ransomes Model Steam Boiler £1,500, Amanco 1.5hp £400. Other good quality items of all description in keen demand. Bow Top Gypsy Caravan £900, Hand Cart £150, 4-Wheel Plant Trailer £525, 1954 Deutz Model £1,500, Brockhouse BMB President Model £310, 1938 David Brown Cropmaster £1,000, MF 65 Tractor £2,025, Ransome MG5 Crawler £350, MF 65 £600, Garner Garden Tractor £250, Ransomes MG5 Crawler £350, Fordson Major E27N 1947 Rally £550, Sentinel Steam Heavy Haulage Timber Tractor £35,000, Nuffield 10/60 £425, Massey Harris 22K Tractor £725, Fordson Tractor £430, MF35 Diesel Tractor £300, Diesel Fordson Major £400, Petrol TVO High Major £475, Ferguson Tractor £1,275, Farmall Tractor £1,200, MF35 1963 Petrol £850, 1943 Fordson £120, Peter M 3hp Stationary Engine 1928 £300, Drag Saw Manufacturer £215, Stuart Turner Lighting Set £250, 2 Kelvin Marine Engines £74, Coventry Climax Engine £115, Ruston Hornsby Stationary Engine £100, Lister Stationary Engine £155, Lister Diesel Engine & Generator £210, Enfield Cycle Co Generator £120, Steam Driven Water Pump £60, Ruston Hornsby 9hp Engine £135, Lister Diesel Stationary Engine £145, Bamford Twin Fly Wheel Crank £430, Amanco 2.25hp engine £310, 4" Model Ransome Hay Baling Machine £1,500, Lister Diesel Engine £145, Lister Engine 4 Wheels £85, Lister Engine 2 Wheels £52, John Blake water Pump £100, Frank Martop Stationary Engine £200, Tooth Rack Saw Bench £110, Peter Appletop £380, Lister Diesel Engine £100, Amanco 1.5hp £400, Peter M Stationary Engine £250, 1932 Lister Stationary Engine £110, International Cadet Ride-on Mower £170, 4 Wheel Car Trailer £475, Amanco Engine £300, Ruston Engine HR4 £600, Ruston Hornsby Stationary Engine £70, Saw Bench £50, Stuart Turner Stationary Engine £165, Bulldog Stationary Engine £1,100, Ruston Hornsby Stationary Engine £165, Portable AC BSA Generator £110, AC Generator £80, Water Cooling Tank £102, Victor Diesel Engine £170, Crossley PH70 Engine £300, Ford 4D Welding Plant £200, Fairbanks Morse Model £475, Lister 4hp Model £130, Armstrong Siddley Diesel Generator £325, Lister 3.5hp Engine £165, Lister 3.5hp £130, Lister D Engine £60, 1935 Ruston 3.5hp Stationary Engine £170, Perkins 4 Cylinder Engine £220, Gardener Generator Set £260, Power Pack Winch £160, Lister 2 Cylinder Engine & Generator £375, New Hudson Autocycle £410, Old Butchers Bike £72, Raleigh Trade Bike £75, Ice Cream Tricycle £200, Lambretta Scooter £275, French Solex Moped £55, 1929 Morris Commercial Truck £3,000, 1942 GMC 353 Army Truck £550, Black 1959 Austin £150, BSA Bantam £110, Dodge 50 Flat Bed Lorry £2,000, Landrover Series 1 with V5 £300, Martin Truck £160, Old Gypsy Wagon £1,600, 16' Trailer Double Deck £325, Foden Tractor/Wagon £10,100, Sterling 4 Berth Caravan £300, Decorated Fairground Hoopla £325, Aveling & Porter Portable Steam Engine £5,200, Classic Cheltenham Stag Caravan £400, Bow Top Gypsy Caravan £360, Childs Vardo Gypsy Caravan £180, Adult Vardo Gypsy Caravan £120, Original Reading Gypsy Caravan £140.