



# RESTORER

EDITOR: KEN AUSTIN

## EDITORIAL

I suppose that arrangements for club-nights will always be liable to change, no matter whether we plan well ahead or just a few months in advance. Being at the mercy of changing commitments of intended speakers, there is not a lot that can be done, and we find ourselves having to juggle things once again. This is not only annoying to members who come along to a meeting especially for the subject advertised, only to find it's all been changed, but also for the committee in having to pick up the pieces, and having no easy way of letting everyone know. We can only apologize if you had come along especially and found the February talk on Metal Polishing deferred for the third time. Even as I write this, just five days before the meeting, we are still unsure about the booked topic, with Nick from Tek-Nic being out of the country again, but there is a possibility of a colleague of his being able to take over, but if not we will be forced to juggle things again at very short notice and even then the snow may have the final say.

## LATEST ADDITIONS TO THE VIDEO LIBRARY

One of the few perks of this job is that I get to see most of these first - for review purposes of course! Just as well, because these are likely to be in demand, having just seen *Classic Farm Machinery Vol 1, 1940-1970*. This is a real gem, fast moving and comprehensive coverage of just about everything that could be hung on the back of a tractor, and of course many vintage tractors from the same era could hardly escape being in the scenes as well. You name it, you will see it, even a *Ready-mix* imitation. Some of the devices would make any safety inspector cringe. All original material, but composed in such a way that you have no chance of nodding off watching this one. The companion to this, *Classic Farm Machinery Vol 2, 1970-1995* is also now available, and brings the subject up to date.

The third addition is the companion volume to the already available *Harnessed to the Plough*, entitled *First Steps in the Furrow* is the story of a Suffolk Punch foal, from birth through to completion of training for work. Those who have seen *First Steps* will need no persuasion to see this one. Members can order any Farming Press Video or book that they wish to keep through The Restorer Editor and save postage.

We have taken pity on John Chiles, lugging the video library along to every meeting, so have culled out some of the tapes which have been on loan for a long time. This makes room for another new one on loan, although this is also likely to be out of the box most of the time. *Tractor Pulling, the Power to Perform* shows some spectacular coverage of these events, awesome when seen for real, and this is necessary viewing to gain an insight into how it's done.

### NEW BOOKS

*50 YEARS OF GARDEN MACHINERY* is likely to become the *Bible* on the many devices, powered or not, that fall outside the tractor or stationary engine category. Necessarily a sizeable volume to cover the topic, it has 227 pages giving an even mix of words and pictures, covering all manner of things, including Allen Scythes, rotovators, mowers, garden tractors, tipper trucks, sprayers and saw benches to name just a few.

*TRACTORS AT WORK*, Volume 2. Covers the same period as Volume 1, showing material which has come to light since, and often because of, the former's publication. Like Volume 1 this is an album of black & white photographs in large format and with detailed descriptions.

*MORE YEARS ON A TRACTOR SEAT* is, as the title suggests, continuing the story from where it left off in the first book, already in the library.

### RALLY FORM AMENDMENT

There is one alteration to the Aldham Rally entry form, which may not have been corrected on some copies. The Road-Run on Saturday evening is not restricted to tractors and is open to all road going vehicles.

### BRITANNIA IS BACK

Steam returns to the main line in East Anglia next month when *Britannia*, which worked between London and Norwich from 1951 and latterly on Clacton trains until 1961, will be hauling a special from London to Norwich and back on 23rd March. This will NOT be running via Colchester and Ipswich (there is insufficient height in Ipswich tunnel now that overhead wires are fitted), but via Cambridge and Ely, starting from Finsbury Park.

This does not prevent *Britannia* from coming to Ipswich however, as she will be there in June, for an exhibition to mark 150 years since the railway first arrived. On display on 12th & 13th June, then hauling special trains between Ipswich and Bury St Edmunds along with another steam locomotive as yet to be named over the week-end of 15th & 16th June - nicely timed to miss Aldham.

### TWO EVENTS ARE MOVING FROM THEIR PREVIOUS WEEKEND

The Ipswich - Felixtowe Road-Run is being put back one week to 12 May so as not to conflict with the London-Brighton run (but now conflicts with the Colchester Classic Car Show) and the Long Melford event is understood to be also moving to one week later, which will mean no conflict with Aldham (but will co-inside with the Ipswich-Bury steam trains).

### MEMBERSHIP RENEWAL

This will be the final Newsletter for anyone not having renewed membership for the coming year and who first joined prior to 1st June. A reminder slip is included with posted copies, but not those collected at club-night.

### KEN PUFFETT

Many Club Members will have met Ken Puffett at rallies and shows over many years. Sadly, Ken passed away recently, and we send our condolences to his family. As a tribute, we are printing a profile of Ken and his Field Marshall Tractor that was written in the Summer of 1995.

*(Send or telephone your free adverts to Ken Austin*

### FOR SALE

Small lathe complete with 3-4 jaw chucks and face plate. 3 speed and reverse 2MT Tail stock. £100.00.

3" Belt sander. 6 months old. Cost £180.00 - take £100.00

Diesel Land Rover engine. Well worn. Complete. £50.00

1947(?) Trusty Steed Tractor, Norton engine. Basket job, all there. £150.00

Dave Clark

Lister TL31 18hp on Lister Trolley. 95% restored. Offers.

Petter Diesel for restoration. £40.00 ono

Large Ricardo McLaren diesel 2 cylinder, unusual, for restoration. Offers

Bamford Corn Mill No 2. Fully restored, and Ruston PB type 3½hp. Nice exhibit. £425.00 ono the pair.

John Chiles

*DREWERY*

David Brown cultivator (fits Cropmaster) complete.

Massey Ferguson Spring Tine Cultivator £50.00.

Unused sub-soiler attachment for Ransomes trailed plough.

Set of Harrows with whippetree.

Air-raid Wardens stirrup pump and hose.

Set of Road Wheels for trailed Discs.

Old metal cantilever type car or lorry jack.

Set of scales by Jas Gardner, complete with weights

Cast iron Victorian hand operated water pump

Agricastrol 5 gallon oil drum.

Miscellaneous hand tools.

Four flower packers boxes

Old Zenith carb (marked AFZ 01091 5)

David Mitchell

### WANTED

Engine for Fordson Major Diesel 1958. Malcolm Bartier

Beehives, in good condition, also all associated beekeeping equipment.

Goat keeping equipment, especially milking machine, pails, etc.

Incubator, small size, preferably revolving.

Water pump, size for ditch emptying.

Peter Webb

### NEW MEMBERS

We would like to welcome the following three new members:-

Nick Smith, Rosemary Goodchild and Mark Warner.

### EVENTS DIARY

THU 1 February  
FRI & SAT, 23 & 24 Feb  
THU 7 March  
SAT 23 March  
SAT 23 March  
THU 4 April  
SAT 20 April  
SAT 27 April  
THU 2 May  
MON 6 May  
SUN 12 May  
SUN 12 May  
SUN 19 May  
W/E 8 & 9 June  
W/E 8 & 9 June  
Wed/Thu 12 & 13 June  
W/E 15 & 16 June  
W/E 15 & 16 June  
W/E 15 & 16 June  
THU 4 July  
W/E 27 & 28 July  
W/E 3 & 4 August  
SUN 4 August  
28 August to 3 Sept  
W/E 14 & 15 September  
SUN 13 October

(If I've missed something let me know - Rally dates next issue).  
**Club Meeting** - talk and demo on metal polishing by Tech-nick Marks Tey Church - 'Light' Event (for more details, see below)  
**Clubnight** - Confessions of an Auctioneer, Richard Kemsley  
Vintage Auction on Peterborough Showground. Starts 1.0 pm.  
Steam Train running London to Norwich (see Feb Restorer).  
**Clubnight** - East Anglian Film Archive Show.  
Garage Sale at Trevor Gays. From 10am (see Feb Restorer).  
Chilford Hall Auction.  
**Clubnight** (possibly a visit to Roger & Cheryl Clarks Farm).  
East Anglian Rural Life Museum Rally, Stowmarket.  
Classic Car Show at Colchester Institute. (see Mick Clement).  
Ipswich-Felixtowe Road-Run.  
**Coach** to Black Country Museum, Dudley, West Midlands.  
**Aldham Rally**  
Euston Park Rally, Nr Thetford.  
Rail 150 exhibition, Ipswich.  
Steam Trains between Ipswich - Bury St Edmunds.  
Long Melford Country Fayre.  
Tendring Steam & Vintage Fair  
**Club Coach visit** to Nick Smith's Collection at Good Easter.  
Bergholt Rally.  
Thurlow Rally.  
**Club** Bring Anything, Bar-be-cue & Road Run at Lt Tey.  
Great Dorset Steam Fair.  
Barleylands Rally.  
**Club event** at Easterford Mill.

### 'LIGHT' EVENT AT MARKS TEY CHURCH - FRIDAY 23 AND SATURDAY 24 FEB

Marks Tey Church are holding a Light event on Friday 23 February (6 pm to 10 pm) and Saturday 24 February (2 pm to 10 pm) when there will be hundreds of lamps of all types - oil, candle, gas powered etc on display in the Church. There will also be a craft fair in the adjoining Church Hall. Further information from Mick and Shirley Clement

### GARAGE SALE

Trevor Gay will be having a Garage Sale on 20th April starting at 10 am. If you need directions, he lives just off the B1035 mid-way between Tendring and Thorpe-le-Soken, in Swan Lane, which leaves the 'B' road on a bend where it is signposted to Beaumont.

### DATE CHANGE ON BLACK COUNTRY MUSEUM VISIT

As the provisional date for this trip would have clashed with the Classic Car Show at Colchester Institute and the Ipswich-Felixtowe Road-Run, this visit has been put back one week to 19th May. Pauline Mattin is taking booking.

### CLUBNIGHT PROGRAMME CHANGE

The topics for March and April have now been swapped over, with the Auctioneers talk now March and Film Archive show in April.

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

### 'SPRING'

We survived our first Winter living on the very edge of the Essex East Coast and learnt some lessons about living in the Country that the romantic rose tinted television programmes failed to do. The media in general, and TV in particular offer a picture of ideal cosy contentment of rural existence and I am sure that this is why so many people from the towns, after a few years of living in the more open areas, return to suburban life. The simple everyday things can take up so much effort. To struggle out of bed at 6.30 am on a cold December day, clad yourself in layer upon layer of clothing and then fight your way, head bowed against the biting north easterly to feed the livestock is character building to say the least. The mud gets everywhere, in the house, in the Landrover, in the shed and in your clothes. You slow down in the cold. To the knots on ropes holding down the straw stack tarpaulin take ages with bare freezing hands. To prune the fruit trees and tar oil spray, on still foggy days, where the damp soaks you to the skin, and then the heartwarming sound of Lapwings flying unseen high over head.

Although we hardly realized it, our pace of living was slowing down - our values and priorities changing from that of town folk. I am not saying that they are changes for the better but just that we were adapting to a way of life that suits us. We take time to talk with and help our neighbours because in remote areas we need them and they need us. As we have worked hard on our land then so busy farmers stop their expensive modern tractors and combines to pass the time of day with us. Some have remarked on the improvements we have made and given advice with encouragement. Local people in our one shop, one Post Office, three pub village enquire after us and invite Mary to the different activities going on. We attended Christmas celebrations at the local Chapel, half a mile down our lane. I shall never forget Mary and I, arm in arm, walking down the icy covered lane with the moon reflecting the clear starlit sky. We slipped and slithered, our breath freezing as it left our mouths. We did not need a torch as the moonlight sufficed. We opened the oak Chapel door and entered into the warm place of worship, well attended by the friendly faithful. The sermon was relevant and local in context, the larger Worldly issues left for others to discuss. At service end, Mary and I left, feeling that we had communicated with a power for good as large as the Universe but from a Chapel as small as mankind could build. As for my own efforts about the holding, I can only say I was slowly learning, mainly the hard way!

In the Autumn I had attempted to put in fence posts. Of course, the earth had had all Summer to dry out and the heavy land gets as hard as rock. So, after breaking a spade handle and almost my back, I gave up until nature's rain had softened the soil. Out front cottage garden is 50 yards wide and as this joins on to the lane, I decided to make a 'proper job' of fencing it. I can tell you now, this does not come cheap. I used post and rail fencing with traditional wood five bar gates and heavy galvanized fittings. I cleared the ground and leveled it, running a piece of baling twine from end to end in order to get my straight line. The heavy 6' long by 6" x 6" posts, pressure treated against rot, were then dropped into holes that I drilled 6' apart, with a hand operated post hole borer. This wonderful device, which I borrowed from John Hall, my old friend in the village of Bures, will make a man of you or break you. The 9" diameter drill is twisted into the earth, turned by pushing on a 2' wide wood handle. When you have screwed it into the earth, you stop and attempt to pull it out. This effort continues until you have bored 3' into God's earth and by the time you have done 24 of them, you feel like nothing on earth, believe me. Once the posts were set into the soil and hardcore pounded around them, it was an easier job then to nail on the 12 ft long half round rails. The tricky bit comes when you arrive at the gate posts, as these have to be vertically true and have an accurate opening size. I fitted four 8' wide field gates and one 3' pedestrian gate in all.

It has been known for thieves to drive alongside newly fitted field gates and simply lift them off their hinges and onto the back of their lorry. This would cause heartache if it happened to me after all that hard work. My son Toby welded on some brackets to the top of the hinges so this should stop them.

One early morning while working on the fence, I heard the sound of powerful wings beating the frosty air. I looked up, and at the chimney top height, a pair of swans flew over into the rising sun. They were set course for Abberton Reservoir; I see swans and geese regularly while living here but they never cease to stop me in my tracks in wonder.

One day, in early Spring, Mary thought it a good idea to buy some ducks and geese to provide eggs and also to cut the rapidly growing grass in the orchard. Mary had made some friends in the village and Jane Seabrook, the wife of an arable farmer, had decided to buy some ducks for her three young children. To cut a long story short, these two ladies set off. A few hours later, Mary had returned home with six Embden cross goslings, two Khaki Campbells and four Indian Runner ducks. These ducks are bred for their egg laying qualities and capacities. Two hundred and fifty eggs per year are not uncommon. The birds soon settled in, as I had made a purpose built house for them. It is important that they are shut up at the end of the day as they are vulnerable to foxes.

Cats are a necessity on any farm where there are crops and livestock, as they constantly keep down rats, mice and also baby rabbits and moles. Our cats do not come indoors at all but are given regular small amounts of food and milk in the corner of the haybarn. They have all developed into very strong healthy cats with thick shiny winter coats. They are the complete opposite of the pampered television variety and when I see them playing in the straw stack or climbing in the barn rafters, I think that they are probably happier.

The trees that we had planted in the Winter were in bud. The grass, sown by shandy barrow, was shooting and green, the fencing looked grand and the house cosy. All in all, by the end of the Spring, we were looking forward to the Summer. We were making an impression on the smallholding, very gradually, it was becoming our home.

### BILL GOLDING WITH HIS PERKINS P6 ENGINED FORDSON SUPER MAJOR AND KEN PUFFETT'S SERIES 2 FIELD MARSHALL

The exhibits taken to Country Shows and Rallies by tractor and engine enthusiasts are generally finished to a good standard. As anyone knows who stands by his machine on show day, the public can be very critical as well as appreciative. It helps if the exhibitor knows the history of his machine and can give details of the work carried out during restoration. To the public, this is part of the day out and it is surprising just how many show attendees are knowledgeable and enthusiastic about the items we display. Essex, of course, is home to Fordsons of Dagenham and the production line employed thousands of men producing the E27N, Majors and Dexta up until the late 1960's. Whilst taking my Fordson to rallies, I have been approached by retired men who used to make the tractors that we display today and they can give interesting background stories of an industrial era gone by.

There is, however, one Fordson tractor that attends regular displays that stops most people in their tracks. At first glance it looks like an ordinary diesel Fordson major. The professional empire blue and orange paintwork glistens, strayed to a high standard. However, it is when your eyes look to the engine and count six injector pipes and see the Perkins name that you know that this machine warrants closer inspection. Yes - you were right. The Major had been fitted with a Perkins P6 TA engine with such thought and skill that it looks a Fordson manufacture straight out of Dagenham.

Bill already owns an E27N fitted with a P6 TA engine and although Fordson fitted with 6-cylinder own make diesel to the Major, Bill had never seen one fitted with a Perkins. With his previous experience to guide him, Bill purchased a 1960 Fordson major and the Perkins P6 TA engine from an Allis combine and started on the project. It proved to be quite a challenge. The first problem to overcome was that the P6 is seven inches longer than the original 4-cylinder engine. This involved cutting and shutting the iron chassis, extending the 'A' frame and track rods. Steel reinforced plate was added to strengthen and stiffen the chassis as Bill did not want all his hard work to bend in half! 10mm plate was used to fabricate the fly wheel housing adapter the perimeter fixing holes being gauged from the centre spline, 15 mm bar was rolled and welded to strengthen. Side valances were made to hide the mass of extra pipe and this was rolled, cut and welded; tool making was required in order to locate the spigot shaft to enter exactly in line with the flywheel spigot bearing. The centres for work and wiring. Bill made an additional dash with heater and starter buttons, two clocks and No 1 gas pump fitted. A rev counter completed the dash, being run by a right angle drive from the back of the pump. The cooling system was left close to the original and as the tractor has only had slight use, has proved adequate. All the badges were re-chromed, new tyres fitted and a full respray completed eighteen months of Bill's spare time, work and effort. Revving at 2100 rpm, the 305 cubic inch engine gives 82 hp. While talking to Bill, one word kept coming up in the conversation - and that was challenge. We all take different interests from our hobby and Bill Golding's is that of presenting to the public something different to enjoy at shows.

Attending many of the events with Bill is his companion, Ken Puffett of Billericay, Essex. Ken owns and runs a Series II 1947 Field Marshall in Class I condition, fitted with a Hesford winch. These winches were a popular addition to the Field Marshall. The exceptionally heavy construction, low revving, powerful single cylinder diesel engine with low running costs, made Marshalls ideal for heavy tree work and long hours on the threshing drum. When the Hesford anchors were lowered and dug into the ground, the cable run out and tension taken up, the tractor was rock solid for recovery work and timber removal. Again, upon closer inspection of Ken's machine, you will notice that this particular winch and anchor is altogether neater fitting and less obtrusive than the original design. It is, in fact, Bill Golding's handiwork again! As photographs show, this has been achieved by fitting the Hesford winch under the driver's platform with the side plate and mount fixed to the half shaft bolt, as is the Marshall winch. But here the similarity ends. The power comes from the side PTO chain driven down to an idler sprocket and shaft with a cross chain running along the back of the chassis to drive the winch. The advantage of this is that when you anchor, you are not sitting on the draw bar, but spreading the load over a greater area and the rear axle. The control levers for the winch are set through the foot plate, making the whole conversion looking part of the tractor. The end result is that the winch drum has been moved about nine inches forward. The tool box on the offside is also retained. The set up is in full working order and has been demonstrated at several rallies.

When Bill Golding arrives with Ken Puffett at an event, then you can be sure of interesting and unusual variations to our tractor history.

PETER WEBB

### THURSFORD TRIP

Once again, our thanks go to Pauline Mattin for arranging a very enjoyable day out to Thursford. The day was cold but thankfully dry; thanks to Phillip for keeping the coach warm. We stopped off at Swaffham Market for cup of coffee and loo's then onto Thursford for the Christmas Concert, which was brilliant - I think the best yet. One of our members even got Mr Cushing's autograph.

We then went onto Norwich for a Christmas meal, which I hope I can say we all enjoyed (well our table did). Then back to the coach for the journey home. The back seat passengers kept us entertained with Christmas carol singing - if that's what you call it; they had been practicing all year! Hopefully by the time the next trip comes round they will have a new repertoire! We look forward to hearing from Pauline on the availability of tickets for the 1996 concert.

MARGARET HERMON

### HOLLY LODGE PLOUGHING MATCH 1995

A record entry of 29 tractors in what was the most successful match yet. A total of £210.00 was raised for Charity, the recipients being Harwich Community Base for Adults with various disabilities. Many thanks to all who took part and helped with the event. The results were as follows:

#### Mounted Class

1. M. Moore                      2. C.J. Williams                      3. B. Game

#### Trailer Class

1. J. Webb                      2. T. Sweeting                      3. P. Wylie

#### Static Exhibit

1. G. Ablitt, Royal Enfield Motorcycle  
2. Roy Weavers, Crossley  
3. T.H. Fisher, Associated

Best Turnout:                      P. Wylie, Case

Many thanks and Happy New Year.

JOHN CHILES

### VEHICLE EXCISE DUTY

As you may be aware, the Chancellor exempted all motorcars, motorcycles and motor tricycles over 25 years old from Vehicle Excise Duty. A nil tax disc will be necessary for these vehicles and MOT test certificate and insurance.

Agricultural Tractors - VED £35.00

HGV vehicles, having a gross vehicle weight of 3.5 tonnes and over have a special vehicle category with a proposed rate of VED £150.00 with no age concessions.

Buses and coaches are still included in PLG and will have the benefit of the nil rate if over 25 years old.

Steam vehicles - these have now been given a special category with a VED of £35.00.

BOB STARLING