

Farm Machinery Preservation Society Ltd.

Est. 1968



Magazine No. 165 March 2023



**Supporting the
Essex and Herts Air Ambulance**

F.M.P.S

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John Couch
Colin Cracknell*

**Cover Picture.
Supporting Essex and Herts Air
Ambulance**



Most of the winter weather is past and it is time to sort out those exhibits for the season. One of the first opportunities to check them out in anger will be our Tractor Road Run and Crank Up Weekend on 22nd - 23rd of April at Woodhouse Farm Rivenhall.

Entry forms available on the website, Facebook page or on request to me or, one of the

Committee members.

Apart from a variety of machinery and vehicles on show we are looking at inviting craft demonstrations, farm animals, birds of prey and craft stalls; should be a very good day. You will also be able to see and comment on the plans our hosts (Indaver) have for the site.

For Club Meetings we are planning speakers for the April, May, October and November and have visits arranged for June, July and September; all on the last Wednesday of the month as usual. We will need numbers for the visits so please make sure to let us know if you would like to come in good time.

Also, we have 3 further Tractor Road Runs: Dunmow in May (contact David Hunt for an entry form) where they are hoping to top 100 tractor entries this year.

Waldringfield in August (contact David Cope for an entry form or download it from our website) celebrating 20 years of road runs this year and Great Henny at the end of September (contact Ken Bailey for an entry form) growing year on year.

Not forgetting, the ever popular, Great Henny Working Day (organised by and courtesy of, Mark Cracknell) at the beginning of October and now, introducing The Wormingford Crown Plough Day (organised by Chris and Jack Cousins) on 24th September.

We are introducing a photo competition this month as well. The best 12 photos from the competition to be used to produce a calendar for 2024 and the theme is "anything that involves old farm machinery". The prize for the best photo is a £50 store voucher, of the winner's choice.

Quite a full and varied programme I think. Details of all the events can be found on the web site, or on our facebook page, we will send email reminders (if you let us have your email address) plus paper copies of the programme will be available at Club meetings and can also be posted to you on request.

With such a long list of meetings and events there are bound to be a few changes and we will try to let you know of any in good time by whatever means we can but please keep an eye out for them.

Finally, just my usual plea, come along and enjoy everything and help to make it a make congenial atmosphere for everyone.

Our website:- www.fmmps.org.uk

Facebook:- search> Farm Machinery Preservation Society

From the Editor

Magazine 165 March 2023

Since the last magazine we have had Christmas, New Year and the Society AGM. (not to mention the snow and ice in mid-December) It all feels a long way in the past and, with the days getting noticeably longer I feel sure we all have Springtime, better weather, and of course some events in mind we are looking forward to. There are at least three Charity Tractor Road Runs organised by Society members and, there is our Crank Up event in April and of course, the Working Day in October which again this year is actually not a working day but a weekend with a tractor run on the Saturday before the usual working day on the first Sunday of October. Plenty to keep us busy.

When attending events, either as an exhibitor or visitor then be sure to keep a camera handy with a view to taking some pictures for the photographic competition we are running this year. Details to be found elsewhere in this magazine but the best pictures will be used for a 2024 calendar to be given to all members.

In a previous magazine I posed a question about the idea of holding some of the regular club meetings on a Sunday morning, mainly winter meetings, with a view of attracting members who do not always want to drive in some of our winter weather. There were some responses, not a huge number, but those who took the time to express an opinion were all in favour of the idea. There were no negative responses. This is just an idea and may not be pursued unless there are many more members who think it could be the way forward and might help to boost members attending regular club meetings. Let me know your thoughts.

As well as your magazine editor I also have the Membership Secretary's job which always keeps me busy around the start of the New Year and this year is no exception. There is always a flurry of membership forms dropping through my letterbox around Christmas and the beginning of January and this year has not disappointed. Last year we made up ground compared with 2020 and 2021 and ended the year with around 300 members whereby the previous two years saw a significant decline due to Covid and many members deciding to hold back their membership. This year is looking good and to make a meaningful assessment of membership I look at a particular date from the previous year and see how many members had signed up and compare this with the current year.

On this date (15th of February) 2022 we had 147 members signed up but in 2023 on this date we have 178 members.

This is a reasonable indicator of where membership might be heading for the year, Fingers crossed for a few more members than last year.

Another job I have done for many years is to maintain the club website :- www.fmfs.org.uk keep an eye on it for information around meetings and events and, here you can download entry forms for Tractor Runs and of course the April Crank Up.

Remember this magazine is available on the website and of course all the pictures are in full colour !

And, in the past year we have set up a club Facebook Group, as I have said before this has proved to be a great success and is obviously of interest to members and prospective members. To date we have more than 150 group members.

Several who have joined the Facebook Group have then gone on to become members of the FMFS. There are a few overseas members in the FB group and I know we have one in New Zealand and one in California.

Please share your thoughts, ideas, opinions or articles by contacting me at fmfs@btinternet.com

Photographic Competition

We are organising a photographic competition with a view of using the winning twelve pictures to produce a FMPS 2024 Calendar to be given to every member.



As you will guess the subject matter needs to be related to old Farm Machinery however, how you interpret this is up to you. Something out of the ordinary might be of more interest but this does not mean a great shot of a Grey Fergie or a Lister D cannot be entered and possibly be a winner.

There will be a prize for the top entry of a £50 store voucher (any store to suit the winner)

The pictures will be judged by FMPS member Nicola Riley who is a semi professional photographer.

As almost all of us have phones with cameras or digital cameras only digital images will be accepted.

Send your pictures to Nicola by email

Closing Date 31st August 2023

email:- rileytowers@blueyonder.co.uk

Another Great Contribution from John Couch, our Honorary Member In New Zealand

Hi all, I hope you are enjoying your winter, it must be dryer than it is over here, you might have heard that there has been a drop of rain in Auckland, so far this month they have had 7 ½ times their normal January rainfall, and 40% of their annual rain, we have been quite lucky as we only had 165mm (6 ½ inches) of the wet stuff in the last 3 days but there is more to come apparently!

Anyway that's enough of the miserable stuff let's talk about some old iron, as you know I help restore bits and pieces for



The Maize Sheller

the Water Wheel, so far in the last couple of months we have managed to restore quite a few bits and pieces. The first was an old maize sheller that came out of our collection of machinery.

It was complete but very rusty and bent, so it was completely dismantled, what a

mission, rivets and small bolts everywhere, eventually we got it to pieces, then de rusted and straightened it, and started to reassemble, there was quite a lot of where does this bit come from, and then a "bugger" that should have gone on first, as you well know! When it was all together we had to put a drive pulley on it as it originally had a handle, the idea being that a friend of the group has a 3" traction engine and we thought that it would look good driving the sheller at our show. After that was done we had a coffee and looked round for something else.

Someone a little while ago gave us a Farmall F12 in reasonable condition so we brought it into the workshop and had a look, first thing we did was strip it down, as you do.



When we looked at the engine we found one big end was passed its sell by date, fortunately when we looked around our bits we found a spare engine so we were able to make one engine out of two, we did get some new piston rings and fitted

them. The rest of the tractor was good, though we did find the rear wheels were bent so Mal and I got to work with a chain block and a hydraulic jack and managed to straighten them. The fuel lines caused some of us a bit of head scratching then I realized it was a TVO engine so the pipe work was simple. Bill our electrical genius sorted out the spark box, and then we tried to start it Mal then worked on the carburetor for several weeks and eventually we got her to start, funny how the small bits take the most time to sort out.

We then got some IH red and gave her a good spray over, we even got some transfers to go on.



Then she was driven down the road to Phil's so he could put her in a shed, apparently it is fun driving on a tar seal road with metal wheels with no tread.

While this was going on the rest of the group were busy working on stationary engines, there was an old Bamford diesel that we had running in

the past but thought would look good painted and put on a trolley, Ash one of the group made a water tank for it and managed to restore the circular fuel tank that needed a bit of TLC. I machined up some wheels and Stew made



Bamford

a wooden base as she is quite a heavy engine, but she runs well when you have found a volunteer to wind the handle. There was also a Jap and a BSA restored. An old 1936 Briggs & Stratton engine made back in the days when they used cast iron instead of alloy, that looked good, was stripped down and cleaned out, it seemed in good nick so it was reassembled, but Bill checked the mag coil and found it was open circuit,

so a lot of debate what should we do, a new one was about \$200 and a rewind was about the same, then one day when Bill was walking around the yard that had a lot of our odds and sods he found another engine, so two of us went to retrieve it and found it was on an old 2 wheel garden tractor,

so we removed the engine took it to the workshop and I dismantled it, guess what, the coil on this one was duff as well, so Bill decided it would be fun to do a rewind, so he made a jig and wound a new coil. When this was done I fitted it and the engine started first time! While I was cleaning



The JAP engine

the finished engine ready to paint and we were having a cup of coffee we thought it would be good to drive something with it so we looked at the tractor and thought we could straighten bits and pieces and maybe it would go, so yes that's what we are doing Ash has made a new chassis as the old one suffered with rust, the only thing to do now is to concoct a device to tighten the belts to work as a clutch.

Well that's what has been happening in the workshop, apart from drinking the odd coffee. The last couple of weeks we have been preparing for our annual show getting stuff out of the barn and getting things going, this all went well until the Thursday before when it started to dampen, so we left until Friday when it rained, so we met on Saturday and the show was postponed as there was water everywhere, on the Sunday we went up to site and found the old veteran tractors standing in 6" of water one was my Titan and three others were a 4cyl Samson sieve grip and 2 single cylinder sieve grips all owned by one local man Jim, as he was hoping to get another 4cyl to come from Tauranga and Jim was going to bring a third single cylinder engine along.

Anyway that's all for now look after yourselves

*As always, many thanks John for taking the time to share what is happening in New Zealand, I hope it might inspire other members to tell us what is happening in their own sheds.
(editor.)*

Important Information Concerning Membership

I have been the Society Membership Secretary for around twenty years and over this time have paid in to the bank several thousand cheques and Postal Orders, generally made out to “FMPS Membership” as stated on the membership form.

However, recently our Bank, NatWest, returned a large number of cheques because “FMPS Membership” does not match the actual account name. They are of course right but this has never been an issue in the past but, please note that with immediate effect all payment cheques / postal orders

must be made out to:-

The Farm Machinery Preservation Society Ltd.

I will thank you all in advance and apologize if this causes any inconvenience.

Of course, if you bank on line then always please pay by Bank Transfer (BACS)

Sort code 60-05-13 Account 89395514

John Southall, Membership Secretary

Tenth Stebbing Vintage & Classic Tractor Road Run 14th May 2023

This is our 10th Run and we, the organisers being David Hunt, Mac Beanland & myself Dick Hughes are hoping it will be our biggest yet. As ever it will start and finish at David's, Brazenhead Farm, Little Bardfield. **CM7 4PT**

Each year the turnout has become larger and despite the lasting effects of Covid, last year we attracted 80 tractors.



Harvey Davis (with Ukrainian flag)

The route took us through the villages of Great Bardfield, Finchingfield, Shalford, Great Saling, Stebbing & Lindsell with considerable sections down byways and across consenting farmer's fields. Each

year we vary the route to maintain everyone's interest.

.The entry fee is just £10 and additionally we ask participants to raise money for Essex & Herts Air Ambulance either by a donation or sponsorship. We also have huge support from the villagers along the route with collection buckets.

Last year we raised over £13,000 for the charity.

Entry forms may be obtained from myself by emailing dickhughes63@btinternet.com

So, if you haven't taken part before we would love to have you join this amazing run, get in touch now!

Dick Hughes phone:- 07484 275157

Morris Bullnose Cowley

“Time for a Change”

By Martin Day

With the sale of the Fordson P6 and the workshop empty save for the David Brown 25 it was time for a new project, but what? In the past I have always had a topic lined up and moved swiftly on to finding and acquiring the desired vehicle. But not this time, nothing sprung to mind, so in the interest of domestic harmony I completed all my outstanding domestic chores including servicing lawnmowers, hedge trimmers and lastly the leaf blower.

I had never owned or worked on a 1920s car, so the idea grew to identify and purchase such a vehicle. Not as easy or straightforward as I first imagined.

I like at least some history and as much originality as possible, again, difficult to find on a one hundred year old car. I identified three suitable cars, two auction entries and one private sale. The private sale never came to fruition. After several phone calls and photos being provided, the owner's son sent an email and photo showing the result of his eighty year old father having reversed out of the garage at some speed with the up and over door only half open; a new roof now having to be found and fitted to the Rover.

Pursuing an auction purchase proved interesting, my auction experience being mainly local agricultural auctions. I left a commission bid with Mathewsons (Bangers and Cash) for a 1922 Humber, which although £2000 over their top estimate became the starting figure, the hammer price being £10,000 over top estimate! Next it was the turn of H&H Auctions at Duxford, a very professional outfit but with high commission rates for both seller and purchasers. The weather was good

and the hanger doors open for the auction. How many auctions are stopped due to the noise of the Merlin engine of a Spitfire being started and the revs being built up to commence take off?! Again the car I was interested in, a 1920s Rover Doctors Coupe saw two people take the sale price to £19,000, £8000 over its two previous internet listed sale figures.

Not a disaster, as earlier interest in the possibility of a Morris Cowley began to have credence, as it is a basic, simple vehicle to work on, has a strong well supported owners' club and a number of specialist repairers for parts etc. The hunt was on.

The owners' club believe only some 350 remain as road going vehicles, so not a big pool to find success in.



But to prove the point that you have to explore every avenue, I located what appeared to be a very suitable car tucked away on Gumtree, not the club For Sale & Wanted or the specialist

sites that you would expect. I later learnt that the elderly couple selling the car had asked their daughter to advertise it and the only site she was familiar with was Gumtree!

The Morris had been purchased by them in order to join friends and local Morris Cowley owners on runs around the Sussex countryside. Restored and returned to as original specification as possible in the 1970s, using original parts, mainly from the stock held by a Sussex village garage (still operating) which had been a Morris agent in the 1930-40s. The car had led a sheltered life since then, attending local shows and was once displayed on the Club national show stand. Faults identified were discussed and a price agreed and collection arranged. A photograph album came with the car recording in detail all the work undertaken in the restoration, but little other documentary evidence.

As purchased, the Morris was in excellent condition, no rust or rot to the body, chassis, or ash frame, with an engine and rear brake rebuild by a Club specialist during 2021. The main item requiring attention was the dynamotor, a combined starter motor and dynamo mounted at the rear of the engine and chain driven from the rear of the crankshaft, a concept new to me. The previous owner by his own admission, no mechanic, had carried out basic maintenance during his tenure. He had stored the car in an excellent garage and used the car only in good weather with the hood down and when the dynamotor stopped working, simply resorted to using the starting handle!

It now needed a full service and thorough valet and several minor mechanical repairs, including the fitting of a battery isolation switch and of course the removal and overhaul of the dynamotor.

I joined the Marque Club which has to date proven to be of great benefit a very friendly and helpful officers and members, an impressive stock of spares which are sold worldwide and of course, technical knowledge. As a new owner I was contacted by the Club Registrar for current details, photos etc. in order to update her records. The telephone conversation with her revealed that she had started the Register in 1970 in order to accompany her husband, a Morris owner and Club Official to meetings, as at that time women were not allowed to be officers of the Club! She has maintained it ever since and now in her mid-eighties is not intending to stop and has enjoyed embracing technology and the benefits it has brought to her role.

From memory she knew that she had details and photos of my car going back to the 1950s, possibly further and would put together a pack of the car's known history and post it to me. I just hope I am as mentally sharp and positive when I reach my mid-eighties!

Work is underway again after the cold spell and Christmas. The battery box stripped and re-varnished and a battery isolation switch fitted, several minor faults rectified and the seat floor removed ready to tackle the dynamotor removal. As my eye sight has dulled a little over the years I have countered this with installing additional strip lights, now making very depressing reading when checking my smart meter for the costs of a morning in the workshop. I've put it off long enough, the time has come to now remove the dynamotor crate it up and send it to Cooks of Leicester for a full overhaul!



The Morris in my workshop, just waiting for the weather to be a little warmer so work can commence.

Another great article from our regular contributor Martin Day. As I have said on many occasions anything contributed does not have to be about old farm machinery. Many members have interests away from “the farm” and here is a good example. For the next magazine perhaps it could be your interests we feature, get thinking and writing. Editor.

20th Waldringfield Tractor Road Run

19th August 2023

In aid of St. Elizabeth Hospice

The start and finish will be at Kirrawah, Newbourne Rd. Martlesham, Woodbridge. IP12 4PR. Leaving at 10 a.m.

All tractors are welcome but must be capable of doing 10m.p.h.

The run is about 25 miles long and should finish about 3.30 - 4.00 p.m.

We will be calling at Kirton Recreation Ground for a 90 – 120 minute lunch break where the 1st Kirton Scout Group will be making Bacon Sandwiches, Sausages Sandwiches, Tea, Coffee, Cakes. Profits from this will aid their local Scout funds

Raffle tickets will also be on sale and the draw made before we leave the Recreation Ground, proceeds to St. Elizabeth Hospice.

The cost per tractor for entry is £10 to be paid at sign-in .

Any sponsorship gained will be appreciated and can be paid direct to the organisers on the day.

Please send entry forms to :-

**David Cope 42 Bucklesham Rd, Kirton. IP10 0PB
phone 07497514769.**

We will look forward to seeing as many as possible and hope you will enjoy it as much as we have over the previous years.

Run in association with the Farm Machinery Preservation Society Ltd.

Entry Forms are available by phoning David Cope or can be downloaded from the FMPS website:- www.fmeps.org.uk

And More about Membership

Membership forms are still trickling in with the numbers building up on almost a daily basis but, there are still over 100 2022 members who are still to renew. (as of 15th Feb)

This will be the last magazine unpaid members will receive and of course they will not benefit from the Public Liability Insurance, which is part of the membership package.

As I have mentioned on many previous occasions it is vital to let me know about any changes.

Whenever we post out the magazines it is usual for me to have one or two bounce back “return to sender, moved house”. I appreciate when moving house the FMPS is not top of the “to do” list but when the dust settles following a move it would be good to be able to update the members address details.

More common than a change of house address is a change of an email address, The majority of members now have email addresses which is brilliant and, makes communication so much easier and quicker but, and it is a big but, each time we block send emails to members, without exception, there is a significant number of those emails which bounce back. These emails are bounced because members have changed their provider or just fancied a change of email address.

If you change:-

House Address

Email Address

Telephone Numbers

Please let me know !!

(John Southall)

Email any change to:- fmps@btinternet.com

75 YEARS of Farmall Cub

The Farmall Cub was introduced in 1947 as a tractor to replace the horse on the very smallest of farms. These tractors were built in one form or another until 1979 and are extremely popular today.

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There are four types of power in the Farmall Cub: power to *push* forward-mounted implements or *pull* those attached to the drawbar ... to operate machines through the *power take-off* or belted up to the pulley.

... AND LOOK AT THE PRICE!

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See the Farmall Cub of your International Dealer's



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Road Run 30th Sept.

The FMPS Charity Road Run takes place on Saturday
30th Sept. in aid of support for
The Essex and Herts Air Ambulance.

The run starts and finishes at Grove Farm Great
Henny (courtesy of the Cracknell family)

Contact Ken Bailey 07702202311

Watch our website and facebook page for any updates

Working Day 1st Oct.

The annual FMPS Working Day takes place once
again at Grove Farm Great Henny

(Courtesy of the Cracknell family)

The perfect end to the season at which we welcome both
members and non-members with their machines. Plenty of
ploughing plots available for experts and complete novices.

This is not a competition but a “play day” for everyone.
Vintage and classic vehicles very welcome as well as any
interesting displays. Quality catering on site.

Contacts:- Terry Angland 07867 334084

email:- bentonbrewery@gmail.com

Mark Cracknell 07753 522756

email:- jcracknellandsons@outlook.com

For Sale and Wanted

For Sale: Tractor Transporter.

2002 Iveco Ford Cargo Short Wheel Base.

6 Cylinder Tector Engine

£2000 ono.

Contact Ken Bailey 07702 202311

(Gt. Yeldham Essex)

For Sale: 4wd Truck

Truck for sale. Needs parts. Serious inquiries only.



Contact :- 4wdtruckforsale@gmail.com (before April 1st)

An event organised by
FMPS member Candy Sheridan

15-16 JULY 2023

Strumpshaw Tree Fair

A Celebration of Wood Crafters,
Artisans & Very Talented People

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FMPS Meetings/Visits 2023

March - June

March 29th

**Brian Mansfield with his amazing
Motorhome trip around Australia**

April 26th

East Anglian Film Archive

May 31st

Outside Visit to Kocurek (Ipswich)

**Meetings at Halstead Football Club CO9 1HR
8pm (unless otherwise stated)**

**Always check the WEBSITE www.fmpps.org.uk
and our Facebook page for meeting updates.**

**This magazine is also available to read on the
website along with back copies for the past year**

Input deadline for next Magazine May 15th 2023

Society Badges

Save postage, collect at meetings



Cloth Badge
£2.50
Plus £1.50
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Promote your Society

Available now, these fine quality woven and metal badges. The woven badge is 90mm diameter. The new updated, top quality, metal pin badge is 25mm and just £4.00. plus £1.50 post/packing



Contact our Chairman, Terry Angland
bentonbrewery@gmail.com (preferred contact)
Or phone: 07867 334084