



VINTAGE TORQUE

JUNE 2011

Stradsett 2011



Best Tractor

Congrat

On the right, Gordon Carson's 1944 David Brown Thresherman VTK1 Aircraft Tug, converted back from being a Crawler.

Left is P. Clarke's 1958 Porche Junior.

Below is J. Harrison's 1936 WC Allis Chalmers with its unusual wide front axle, restored Spring 2010.

Best Exhibit in Show



tulations

Best Stationary Engine



The Engine That Judges Would Most Like to Own



Best Restored Tractor

Left is Dave Allen's 1903 White Gasoline 4hp Engine.

Right is Sid Banham's 1937 16hp Size 3 Ruston & Hornsby



Best Powered Use of Engine

Left is John Woodhead's 1921 4hp Amanco

Right is Peter Kidd's 1936 Fordson N.

Below centre is Darren Tebbitt's 1941 John Deere BN



Best Tractor Any Make



Best International

Left is Tim Freeze's I.H. 1947 Cub, brought from Canada. Right is A. Kidd's 1939 Fordson N



Best John Deere



Best Fordson

Presentation of Trophies by Sir Jeremy Bagge



S. Banham: Jack Beeken Cup for Best Stationary Engine



R. Lipscomb: Chalkline Perpetual Cup for Best Commercial



A. Carter: Sands Agricultural Services Cup for Best Classic Car



S. Freeman: Shell Tankard for Best Motorcycle



J. Woodhead: NVTEC 2007 Best Powered Use of Engine



S. Hall: S & F Catering Cup for Best Horticultural Use



D. Allen: Thompson Trophy, (in memory of Ralph Thompson) for Engine Judges Would Most Like to Own



G. Bacon: Sir Jeremy & Lady Bagge Salver for Best By-gone Exhibit



G. Carson: Papworth trophy for Best Exhibit on Site



A. Kidd: Fordson Trophy for Best Fordson



D. Tebbitt: Hill & Osbourne Cup for Best John Deere Tractor



T. Freeze & son: International Harvester Cup for best International Tractor



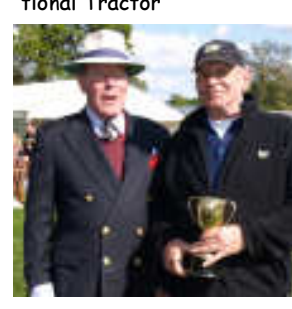
N. Fletcher: J.D. Award for 2nd Best John Deere Tractor



P. Kidd: NVTEC Class Award for Best Tractor Any Make 1930-39



S. K. Rudd Memorial Cup for Best Tractor Restored



R. Grief: NVTEC Class Award for Best Tractor Any Make 1940-42



P. Clarke: Hylton Gott Trophy for Best Tractor



K. Tighe Waldersey Farms Best Ferguson '35 Onwards



S. Eastmead: FOFT Trophy Best Ferguson up to '35



Aaron Plaice: Norfolk Cup for Best Junior Engine (cup not returned from 2010)

Stradsett 2011 I am sure Viv will be comprehensively reporting our best rally yet. We had record attendances and judges complaining how difficult their task was due to the high standard of exhibits. I would just like to thank all who contributed in any way to its success but with special mention to the superb team of stewards I had doing a very professional job both before and during the four days many of us were on the rally field. **Andrew Hunt**



David Mycock's 1950 Allcrop 60 Combine for over 100 different crops as the threshing mechanism is rubber coated, gentle on the crop., with 1936 Allis Chalmers, one of the first of the new



Alan Creasey's 1946 Minneapolis Moline UDS Dorman 48hp 4 cylinder diesel. He's owned it for 24 years, the only one in east Anglia, one of the last products to come out of Essendine



M.Waters 1967 Allis Chalmers ED 40 Deptomatic The last product from Essendine



Owned and restored by A.Oglesby a 1926 2hp Waugh & Josephson a copy of a Fuller & Johnson, driving a gooseberry blower



Hosted by Sir Jeremy and Lady Bagge in the beautiful setting of Stradsett Park our club rally was, as organiser Andrew has reported, our best rally yet! The description by many people that I spoke to as 'What a brilliant rally!' and 'The standard of the exhibits is really high!' is certainly due to the individual efforts of all exhibitors from the numerous tractors, the classic cars and commercials, the motorcycles, stationary engines and bygones, not forgetting the supporting exhibits and trade stands. Colin Holwell once again gave an informative commentary for the Ring Parades that included Gordon Carson's Sieve Grip as a finale. (see below)

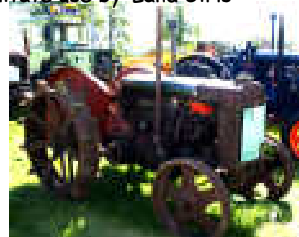
Visitors were rewarded with top class vintage displays in all categories reflecting the hours of preparation that restorations require. There must be a sense of satisfaction to be part of a successful rally and to help raise money for a worthy cause, the East Anglian Air Ambulance. This is the time I wish I had the space to include more of the 125 pictures that I took as I made my way around the showground each day. So here are just a few gems, with many thanks to Colin for his help. **Viv**



Below right: S. Garrod's 1944 Fordson N with narrow wings and other improvements to facilitate use by 'Land Girls'



1937 12/20 Marshall owned by John & Audrey Crowden



N. Megicks 1927 Lister Junior Gas Engine, 1 of only 12 made to run dynamos in Bryan Donkin Company

Ted Gray's petrol can display and the Club's Information Board

Clive Richardson's 1942 Lister A driving a 1910 Crompton 110 ex-Showman Dynamo and Lister Domestic Pump.



Completely original 1902 Bartholomew owned for 7 years by Colin Klyn. Built for a horse and later converted with an engine. It's the only one in existence, top speed 12 mph, 20/25 mpg. They have completed the London to Brighton Run once, after 6 attempts.



Peter Foster's 1933 Villiers 1.5hp. The only stationary engine that Villiers produced, it was well received by small power users as it was reliable and economical.



The Continuing Road Trip Across the Mid-West By Darren Tebbitt

Moline is just over the border (Mississippi river) in Illinois, and belongs to a group of four towns known as Quad Cities. Davenport and Bettendorf are on the Iowa side and Moline and Rock Island on the Illinois side.

Located in the heart of the Mid-West where the Rock River joins the Mississippi Quad Cities was an ideal location for the manufacture of farm machinery.

In the mid-twentieth Century the 'big two' agricultural machinery makers -John Deere and International harvester were both major employers here.

In Rock Island, IH built their Farmall tractor line, and in Moline built their combine factory. John Deere had no less than six factories in the Moline district, building Plows, Wagons, Planters, Combines, manure spreaders, and castings for other factories etc.

Today, all that remains is the John Deere Harvester works building Combines, the Planter works making maize drills and the John Deere World Headquarters -hub for the whole organisation. International are long gone having closed their tractor factory in 1985 and Combine works in 2004.

In their hometown John Deere are proud of their roots and in 1997 opened the Pavilion, a museum showcasing new and old machines. Aimed at the general -public: the Pavilion seeks to educate the visitor about agriculture through both the exhibits and audio visual media. There is no admission charge.

Next to the Pavillion is the John Deere store, - a place where consumerism meets agriculture and almost every conceivable item can be bought bearing the company logo! The Pavilion and store are located on the riverfront near where the original John Deere plow works was located.

Far less crowded and of more interest to the enthusiast is the display floor at the John Deere World HQ. Open 7 days, the display floor features a cross section of all John Deere motive products from lawn mowers, to tractors, combine harvesters, and industrial equipment such as graders and dozers. The floor also pays homage to the history of the company through the Girard mural on the back wall -which is made up of small products and ephemera from the first 80 years of the company.

The HQ is free to enter, and enjoy in air-conditioned luxury. The building in itself is interesting because it features an external frame made of Corten steel, a clever metal that rusts to certain degree and no further. Designed in the late 1950's by industrial architect Eero Saarinen- the HQ was the first building to be made of this new steel that hitherto had

only been used for bridges etc.

Our first full day in the Moline area was Sunday, before lunch we had a leisurely look around the JD World HQ, and in the afternoon, drove 80 miles east to Grand Detour to see the John Deere Historic site.

The Historic site is the location of John Deere's original Blacksmith shop he built in 1837- the year he is credited with building the first plough with a steel body.

The original black smithy is long gone, but there is a replica on site with resident blacksmith.

However, the house John built to home his young family does survive, and has been restored with period features to show how it would have looked inside and out (1837-1848) when the Deere family lived there. Guided tours of the house are given to visits.

We had two John Deere facility tours scheduled on the Monday, firstly to see the Main parts distribution centre and later the Harvester works.

The parts facility is 'huge', one shed covering 67 acres, in the centre is an aisle so long it is not possible to see the other end! The inventory runs to millions, and everywhere there are forklifts and operators moving about at speed. Most parts are packaged in cardboard, and the biggest threat to the store is fire; at strategic locations fire trucks are on permanent stand by.

On the Illinois bank of the Mississippi at East Moline is the John Deere Harvester works; Combines are built in this smart modern factory. Unfortunately, a ban on cameras prevents pictures of production but I can show you the outside of the factory (*see below*) and the foyer (*see Foyer Mural top of next page.*)

Tuesday morning saw us depart Moline to head south, destination Quincy. But first we had to cross back into Iowa to visit Wayne Beckman tractor exporter in search of parts.

But on our way, (and completely by surprise) we encountered the Great Eastern Iowa Tractorcade! A mammoth road run staged over several days, with 520 entrants.

We only saw one group of about 100 tractors! , But it was a treat, and all appeared to be enjoying themselves despite the damp conditions! (*see next page*)

The journey with Darren and friends continues in the September Issue of Vintage Torque



Nicknamed the 'Rusty Palace' the World Headquarters is set in 80 acres of landscaped grounds.

Road Trip Across the Mid-West Pictures by Darren Tebbitt



JD Harvester Works home of the JD Combine

Foyer mural depicting a JD binder at work - first product built at the site in 1913.



Product of the Harvester Works on display

One of many Fire Trucks



Part of the Great Eastern Iowa Tractorcade



Display Floor of the World HQ



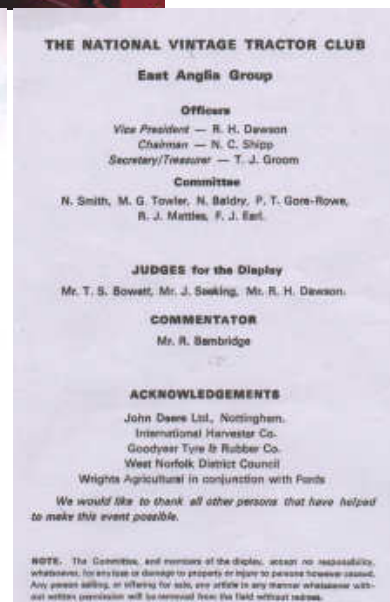
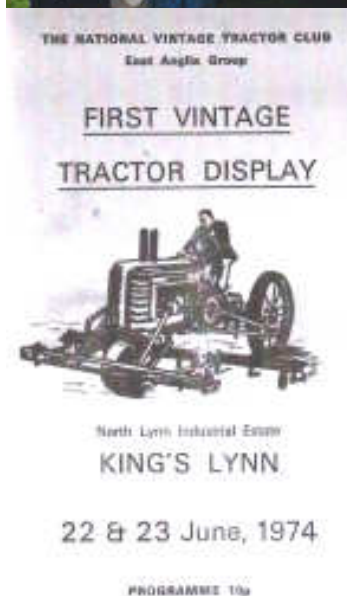
Mr Neville Shipp, a well known figure around the King's Lynn area and one of life's characters died at Lynn's Queen Elizabeth Hospital on Wednesday 9th February aged 80. He was well known for his work around the Alexander Dock Fisher fleet where he had his workshop. As a holder of a Lloyds Engineering Certificate he was also called to work on big ships. He likes gardening and his old crawler tractors. The church at Ter-rington St Clements was full for his funeral on February 23rd. He was our Club's first Chairman in 1974 and was involved with the club for a number of years, being known more by us members who were around at that time! 37 years ago!! How time flies. Our first rally was held on the North Lynn Industrial estate, that was before any of the buildings were put up. Neville would park his Morris Minor pickup truck complete with gas bottles, welding equipment, spanners and all his working gear half way down Ferry Lane in the town centre, as in them days we had our meetings in the Sailing Club which is down Ferry Lane. This would not be possible these days as when you came out the truck and equipment would be gone! The rest of us walked, but not Neville. We had many a laugh over the years and he will be missed. Malcolm Bush



Neville Shipp with David Coleman.

Below:

The programme from our club's first rally in 1974



Henry's Howlings

Stradsett Park Vintage Rally. Saturday 30 April saw another first for this club when Maxey & Son (Auctioneers) arranged a vintage auction on the Stradsett site. An array of tractors, machinery and associated spares were in place. A large crowd assembled to view the lots and it was a success that may be repeated next year?

On Sunday 1 May, with a brisk breeze blowing off the lake and the sun shining overhead, saw the start of our main event for the club. A vast array of engines, motorcycles, cars, commercials and tractors virtually covered the entire field along with the military land rovers and the re-enactment. Attendance was exceptionally good.

Monday 2nd May dawned bright and breezy and my job started with meeting the judges and sorting out the relevant categories to be judged. Colin Holwell did a splendid job in being our commentator for both days and thanks must go to him for several hours' work.

At approximately 4pm the trophies were presented to the winners by Sir Jeremy Bagge, who must also be given our thanks and appreciation for the use of the site.

All in all this was another successful rally. Thanks to all who played a part in organising the weekend, every effort is appreciated however big or small.

Henry Howlett: Vice Chairman



Membership Matters

Hi Everyone

Well we have enjoyed the Stradsett Rally with a very good attendance and some very unusual items being displayed thanks to everyone that brought those.

Now over the weekend we had two pairs of glasses handed in one of which has been claimed, if you find you can't see may be I have the glasses you have lost.

NVTEC East Anglia Group

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Next we have not reached our 400 member mark yet so come on lets be havin you as they say!

Last but not least our next job to do is the Road Run come on once again lets be havin you come and join in, all we raise is for the Air Ambulance, lets help to keep it in the air for at least one hour.

To all those that cannot join in this year keep your chin up we are thinking of you.

Chris



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Winter Meetings

Hi everyone,

I hope you are all enjoying the rally season now that it is in full swing for another Summer, and hope to see many of you at the Summer visit this year which is at the Denver Complex on Wednesday 15th June, starting from the car park at 7pm, and covers 5 locks and 2 sluices. The fee of £2 per head will be donated to Water Aid Charities. There are no limits to numbers, but if you could let me know if you would like to come along, I can let the folks at Denver know how many to expect. Looking to the future, I have now booked all the speakers for next Winter's meetings:

October 20th Farm Watch with Tony Bone.

November 17th AGM

December 15TH Peter Carter The Eel Man

January 19th Steven Pope. A Year on a Victorian Farm

February 16th Polly Howart. Fenland Folklore

March 15th Stuart Gibbard. Tanks to Tractors

I hope you find these evenings of interest, and as ever, if you have suggestions for speakers, I am always looking for ideas.

See you all in October

I can be contacted on 01485 542034.

Thank you

Shane

For more Vintage News and Views go to our web-site

www.nvtec-ea.org.uk



Friends of St Botolphs Tractor Road Run 26th June. Following the success of last year we are again holding the rally at Manor Farm, Grimston, which is 5 miles east of King's Lynn. The morning run will follow a route south of Grimston before turning east and then north to arrive in Great Massingham for lunch on the village green. The afternoon route travels north through Harpley to Anmer and on to Sandringham before returning to Grimston via Hillington. Those completing the run will have covered approximately 22 miles. Most of the run will be on relatively minor roads and offers some glorious views over Norfolk countryside.

We will meet at 10am, set off at 10.30, with the run drawing to a close around 4pm. Roger is planning to organise a bar-b-que and hog roast at Manor Farm after the run.

More information and entry forms from: Roger Coe, Manor Farm, Grimston, King's Lynn, Norfolk PE32 1BG tel: 01485 600334

Working Weekend: Oak Farm Stradsett 3/4th September contact: Malcolm Mycock 01366 500250

Summer Visit: Denver Locks Complex. 15th June at 7pm in the car park. For further information contact Shane 01485 542034

What's On Elsewhere

Woolpit Steam Show 4/5th June
contact D. Seeley 01359 241886

Hockwold Country Fair Sunday 5th June at Wilton Farm
contact Judy Webb 01366728776 mob: 07895787076

Doddington Country Fayre June 11/12th contact Clive Richardson mob: 07789266423

Holbeach Vintage Rally June 18/19th contacts:
Paul Pearman 01945587027 mob 07771881727
David Allwood 07971498638

Wisbech St Mary Village & Country Fayre
25/ 26th June Contact: Jim Wakefield 01945 410554

Rougham Airfield Wings Wheels & Steam Country Fair
25/26th June 01359270524

Walpole Rally July 9/10th
contact Gwen Davey 01945461494

Club Clothing

Short Sleeve Polos, current stock at £11
Baseball Caps, at £5.70 (new stock price)

Sweat Shirts, limited stock at £15

Short Sleeve poplin shirts, limited stock at £15

Jackets need to be ordered especially.

Telephone Viv 01553 617653 to place your order and arrange delivery and to enquire about other possibilities for club clothing.



Vintage Tractor Charity Road Run Sunday 19 June

Based at Beachamwell
10 am for 10.30 am Start

The figure of 8 route covers 25 miles and is centred on The Dane at Beachamwell between Swaffham and Downham Market.

They will be open for refreshments at the start and finish. We also return there for lunch where booking is advised. 01366 328443

All tractors must be sponsored to a minimum level of £10.00. Frontier Agriculture Ltd is donating a trophy that will be awarded to the driver of the tractor gaining the most sponsorship



Entry and sponsorship forms contact 01366 388907

roadrun@nvtec-ea.org.uk
or download from
www.nvtec-ea.org.uk

Supporting Registered Charity 1083876



Thurlow Steam & Country Show August 6/7th contact Michael Pumfrey 07711988332

Hilgay August 13/14th Farming Demonstrations Through the Ages Contact P G Bates 01366387988

Lincoln Steam & Vintage Rally August 20/21st contact Glynn MacDonald 01507605937

Earls Barton Rally & Country Fayre August 27/28/29th contact Miss C Randall 07826305241

Skylark Rally September 3/4th
Contact 01354741212

Sandringham Game & Country Show September 10/11th contact Clive Richardson 01945 860224 mob: 07789266423

Haddenham Steam Rally September 10/11th contact Mrs Ruth Young 01487 841922

Newark Tractor Show November 12/13th For NVTEC-EA Stand contact Gordon Carson 01945880091 mob:07860658767

WANTED Have you had a great day out to a vintage show and taken some good photos? Have you begun to restore a tractor or engine? Have you some treasured memories to tell? I am always keen to receive your news to help make this newsletter a truly interesting Vintage Torque. Don't be shy now, just contact me, Viv 01553 617653

Congratulations to All Stradsett Winners

Best Ferguson '35 Onwards



Left is K.Tighe's Ferguson.
Right is N. Fletcher's 1969 John Deere 710
Below is R. Grief's 1941 Cat D2

2nd Best John Deere



Best Tractor 1940-42



Below is S. Eastmead's 1942 Ford 9

Best Ferguson up to '35



On the right is 16 year old Aaron Plaice with his Lister Junior



Best Junior Engine Best Classic Car

Left is Roy Lipscomb's 1913 International Auto Wagon. ie it can be used as a truck or have seats put in for going out on Sundays. Top speed 20mph, 20hp petrol.

Right is A. Carter's Triumph TR4 A.

Below left is S. Hall's Trusty

Centre is Simon Freeman with his Triumph Bonneville

Below right is G. Bacon with his collection of Blacksmith's tools.



Best Commercial



Best Horticultural Use Machine



Best Motorcycle



Best Bygone Exhibit

Any views or opinions expressed in this publication are those of the author and do not necessarily represent those of the NVT & EC East Anglia Group.