



# VINTAGE TORQUE

JUNE 2012

## Sir Jeremy Expresses his Regret over 37th Stradsett Cancellation



Clinging to hope that the weather would improve, the fencing had been erected. Many helpers rallied around on Saturday morning to complete the sad task of removing it, with long boots being the order of the day on the waterlogged ground.

Peter Thorpe came to the difficult but right decision on Thursday May 3rd to cancel the Rally. Leaving it until the very last moment in the hope that the ground would dry up was to no avail. With heavy heart we sent the message around to all the exhibitors, most of whom completely understood the situation. On a positive note Gordon felt that we were well set up for next year having run through the changes being made.



Gordon, still managing to smile after weeks of detailed preparation have been placed on stand-by for next year.



### 37th Stradsett Rally Cancelled

Hi everybody, well what can I say, disappointed, gutted and saddened does not really cut it. Everybody put in so much hard work to provide a great rally for everybody to enjoy and then we get the wettest April on record. There is no point dwelling on what could have been, we must dust ourselves down and start planning next year's rally which is to be held on 4<sup>th</sup> and 5<sup>th</sup> May 2013 at Stradsett Park. We now have a whole year to plan and perfect next year's Stradsett Park Vintage Rally, so if you have any ideas or suggestions now is the time to contact me. I would like to take this opportunity to thank everybody for supporting me with organising the rally and I assure you I will do my utmost to make the 2013 rally better than ever.

It is not all doom and gloom though as we still have our Road Run and BBQ on June 17<sup>th</sup> so please contact me on 01945 880091 or David Askew On 01945 430481 or simply download a form at [www.nvtec-ea.org.uk](http://www.nvtec-ea.org.uk). We also have the Working Weekend on September 4<sup>th</sup> and 5<sup>th</sup> so please contact Malcolm Mycock on 01366 500250. Go on, please show your support for the club. I look forward to seeing you.

**Gordon Carson, Stradsett Rally Organiser**



Pictures by Malcolm Bush



# East Anglia Group Wins Big at Malvern

The East Anglia Group of the NVTEC attended the Tractor World Show on 3rd and 4th March at the Three Counties Show Ground in Malvern. Jim and Melanie Wakefield took their 1932 Atcoscythe, ( *see right*) that claimed to have the capacity to cut up to 12 times more grass per day than a man with a hand scythe and won first prize in the pedestrian horticultural section. Jim also received third prize in the ride-on horticultural section with his 1969 Mayfield Merlin, ( *see below right*) one of the only 109's ever built. Matthew Hoy brought along his superb 1964 International B414 and gained third prize in the restored 1958-1988 post vintage to classic section. Myself and Bryan took our 1933 Farmall F12 Row Crop and a 1929 International 10-20. Considering we were so far away from home we put on a good show and had good attendance over the weekend. We even had Ron Flint come along for a chat on Saturday and Sunday. Ron Flint is a very well known Minneapolis Moline enthusiast and was first Chairman of the NVTEC in 1969 until about 1972. We were all proud to bring back 3 prizes to the East Anglia Group. *Gordon Carson*



*Jim Wakefield with his prize winning exhibits*



*Matthew Hoy, Jim and Melanie Wakefield and Ron Flint at our club stand*



*Right: Gordon, Jim, Melanie and Matthew at our club stand*

*Left: Matthew Hoy receiving 3rd prize for his 1964 International shown below on the club stand*





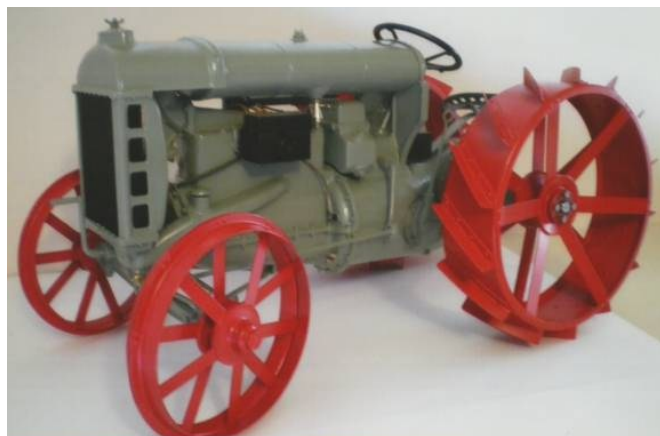
## Part 2 of Building a Model of Henry Ford's 1918 Fordson 'F' Tractor by David Bretton

In 2000 a start was made on the patterns for the castings. I must say that my two year post graduate job at Ruston-Bucyrus in Lincoln proved invaluable, remember early 1960's 'we've never had it so good'. During my time there I was sent to F.H. Lloyds steel foundries in the Midlands to experience pattern making, core making, casting etc. I remember at my time there I witnessed the manufacture of large components for excavators, cranes, as well as tank turrets etc. It was fascinating to see how the were cores built up of many layers and finally, huge weights were loaded on top. This was to prevent flotation and 'lift off' when the gases exploded inside. A terrific scene when metal was being poured.

With castings allowances have to be made for pattern removal, machining and contraction which depends on the type of material being used. I worked on 3mm in 300mm i.e.1% for cast iron using special rulers for the job. However, on reflection this was right at the limit, because depending on shape and size, some castings contract more in one direction than say crossways.

The plan was to get the engine part of the tractor under way first so the cylinder block was the first pattern to be attempted. Using hardwoods such as Sapele, Mahogany and fine plywoods down to 1/16th inch thick, the patterns gradually took shape. It was decided on the block to fit wet liners to simplify a very complicated casting, even so the core boxes were quite involved. Patterns were mainly screwed and glued and after sanding given several coats of Shellac before painting in the required code i.e. black for the cast iron, with red for cores and core prints.

Probably the most difficult pattern on the tractor was the inlet/exhaust manifold. The overall length is about 150mm and cores are 9mm diameter. As can be seen from the photographs, to get the cores out of the boxes they have to be split in three directions. The pattern incorporates raised letters and numbers which are 2.5mm high, removable core prints and used a system known as 'odd sides! This



is where the original pattern is placed in a close fitting surround which follows the path of the 'split line' such that when moulded, turned over and removed the sand is exactly at split level ready for positioning of the top box. All sounds very simple but when you think the cores are only 9mm diameter supported at each end and giving a wall thickness of only 1.5mm in places, and I did not want any chilled parts or sand inclusions. I think East Coast Castings of Watton (usual disclaimer) did a fantastic job, they normally produce castings up to, I believe, 1 ton in weight. Just a point to mention is the satisfaction when machining really nice quality cast iron, it is really something. Regarding machining of castings, I usually ask for them to be unfettled or 'as cast' so then I avoid grind marks where not needed. Also it was the intention from the outset to only work on the castings where being machined as Henry would have done.

For those of you who have machined castings, you will know that a starting point is essential, it is easy to say start with a flange or face at one end only to find that you haven't enough material left at the other end! So, I usually rough machine the casting with files etc by hand at first and get things square to ascertain the best starting and datum point.

The above is a very brief insight into the 'model' patterns and castings, but the tractor is all about 'castings' and their machining and as Henry knew, once you get the patterns sorted out you can produce machined castings to close tolerance, for quick assembly as his production times and cost proved. We in the UK at this time were still producing tractors with chassis, engine and gearbox as separate items, even with traction engine type wheels!

*Continued in September Vintage Torque*

***Manifold Patterns and Cores***





# Stuart Bunton, a Traditional Sign Writer

We have become so used to signs and advertisements in our everyday life that, perhaps, we only notice those that we are looking for at one time. Yet urban life means being bombarded with the work done by sign writing firms: shop names, road signs, direction signs on buildings, advertising on the sides of vans and lorries and more. Looking more closely at these signs you may discover a variety of methods used in production, and the advent of digital technology, computer determined shapes and plastic letters mean the craft of sign writing is not as difficult and skill-intensive as it once was. Yet in our vintage hobby the need for authenticity means seeking out that rare artist, the traditional sign writer. Traditional sign writing is a folk art, a precise art and craft that takes years to learn and even longer to master. It is not filling in pre-drawn shapes but the hand and eye skill of painting letters with precision while at the same time the writer's aesthetic sense comes into play and is conveyed into the job. This a computer cannot give. A steady hand and a good eye are needed as well as a feeling for design and lettering.



*You may have seen these tractors belonging to Gordon Carson and Bryan Beba*



*A refurbished narrow boat moored at March*



In his earlier years Stuart Bunton, a traditional sign writer, began learning his skills by watching his father work on farm trailers, tool boxes, horse carts and Inn names etc. When he was 8 years old he bought his first guitar with his strawberry picking money. At school he won a 4 year art scholarship that would have secured him a job at Crown Wallpapers but he was lured into the music scene and he played guitar with several groups. His first full time sign writing job was for the Keightly Group making signs for all Keightly stores in Wisbech, Stamford and Spalding. Then the music bug took over and his sign writing skills were reduced to a few 'bits and pieces'. Then he took a job with a transport company where Stuarts skills were once more applied. He worked there until 1985 when he became a self employed sign writer. The demand for his skill grew until the advent of computer technology and vinyl lettering satisfied a need for speed, similarly as tractors replaced working horses. Work slowed for a couple of years until the 'Retro Revival' when once more the need for authenticity, quality and attention to detail meant Stuart's skills were and still are sought after. Signs using this traditional skill are evident where the finest 23.5 carat English gold leaf ensures that a sign will look stunning for years to come. (As seen at various golf clubs.) Gold leaf has an unequalled brilliance that will never tarnish or fade. Sable hair brushes costing anything from £4 to £40 each with Kolinsky Sable being the best, a maulstick to steady the hand and chalk for lining out are Stuart's simple tools of the trade. Each piece of work that Stuart undertakes is unique and if you take time to study the finished article you cannot but help admire the skill that has gone into its creation. Viv

*Stuart can be contacted on 01945 880199*







Stuart, up a ladder, painting a shop sign in Stamford.



A narrow boat restored to its former glory by Stuart.



Stuart made these colourful shop signs for a cafe owned by a member of the Showmans Guild who wanted the signs to be a continuation of the 'Fun Fair' scene. Below a familiar shop front to those walking in Tower Street, King's Lynn.



One of a fleet of 4 lorries of a local haulage company that won at the Truck Fest East, Small Owners section. Left inset shows detail of logo, ABH, on the side door panels.



The Fillingham Crest completed for Mrs Betty Fillingham to commemorate the family name of her late husband.





# Chairman's Chat as told by Ted



Early this Sunday morning I watched 'Click' on TV and marvelled at the range of up to date technology on offer but was brought to earth by a presenter saying if you need to have a reliable means of mobile communication just go back ten years and forget the touch screen, the many apps, the camera et al. Rely on the large but reliable straight forward mobile phone. This evening Viv had a call from our Chairman who had produced his usual Chairman's Chat but suddenly, without warning, a computer problem meant he could not email it to her in time for her print run. Therefore I am left to pass on his comments for this issue. Peter says:

*'I had the hard decision to make to cancel the rally which was, on reflection, in line with many other outdoor events, on the same week end and indeed since. We look forward to next year to build on the overwhelming support we have received. Given the many changes we had planned the whole process must be viewed as a dress rehearsal for a bigger and better event next year. It is testament to our stewards, the organiser and the media that only one exhibitor and a handful*

*of the general public turned up following a sterling effort to ensure everybody was informed of the fateful decision. As your Chairman I look forward to the events planned for the remainder of this year and indeed into 2013.*

*The Prickwillow Summer Evening Visit to the Engine Museum is on Wednesday July 11th. Please make your own way there to be ready for the start of the tour at 7pm. There will be a small charge, approximately £4. There are a few places left, to book 'phone me on 07931577192.*

*For those wishing to view, the Downham Market Carnival Parade on June 4th assembles at Haygates Mill and starts at 1.15pm.*

*I look forward to seeing you again.' Peter*



## Membership Matters

Hi Everyone

Well what can we say, except please no more rain for a while. With the rally being called off we have little to talk about other than the weather. It's a strange feeling not seeing all those that I talk to throughout the year and I'm sure that Gordon is feeling very lost having done all the preparation for the rally and not being able to run it. Hopefully the rest of the season will be dry so we can all get cracking on the rally field and road runs.

Please remember the Road Run on the 17<sup>th</sup> June, to join in ring Gordon on 01945 880091 or 07860658767.

To all those who have not been well keep your chin up we will keep thinking of you.

14 The Paddocks, Downham Market, Norfolk PE38 9JA

☎ 01366 388907

email [membership@nvtec-ea.org.uk](mailto:membership@nvtec-ea.org.uk)



*Chris*

Dear Viv,

I'm just writing to say that at the Winter Meetings there's people talking out loud whilst the speaker is talking and I find it very difficult to hear the speaker with the other background noise. Would members please take that into consideration when they come to the meetings. A. Member

## Club Clothing

**NEW LINE!** Fleece Gilets with zip pockets also Zip-up Fleece Jackets, colour: Convoy grey, or black with club logo.

**ALSO:** Castle overalls with zip £18, or stud fastening, £17, bright blue, green or navy

Baseball Caps, Polo Shirts, Sweat Shirts, Black Shower/Wind Proof/Fleece Lined Jackets all with Club logo, also Laminated Log Sheets. Order now, delivery in 3 weeks. Phone Viv for your requirements, 01553617653



For more Vintage News and Views go to our web-site : [www.nvtec-ea.org.uk](http://www.nvtec-ea.org.uk)

or for people to find us on Facebook they can simply enter this in the address bar:

[facebook.com/StradsettRally](https://facebook.com/StradsettRally)

And for people to follow us on Twitter they can follow: [@Stradsett\\_Rally](https://twitter.com/StradsettRally)



### NVTEC East Anglia Group

#### Contact details 2011/12

NVTEC East Anglia Group Contact Details

for Officers and Committee 2011/2012

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**Mr Henry Howlett: Vice Chairman**  
01945 870575 [orchid\\_lodge@yahoo.co.uk](mailto:orchid_lodge@yahoo.co.uk)

**Mr Ted Gray: Secretary, Stradsett Trade Stands & By-gones Organiser** 01553 617653 [kalif1@btopenworld.com](mailto:kalif1@btopenworld.com)

**Mr Gordon Carson: Stradsett Rally Organiser, Road Run Organiser and Publicity Officer** 01945 880091  
[stradsett@nvtec-ea.org.uk](mailto:stradsett@nvtec-ea.org.uk)

**Mrs Chris Hunt: Membership Secretary**  
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**Mr Andrew Hunt: Treasurer** 01366 388907  
[andrewhunt.14@live.co.uk](mailto:andrewhunt.14@live.co.uk)

**Mr Gary Good: Safety Officer**  
01366 377645 [gpgood@btinternet.com](mailto:gpgood@btinternet.com)

**Mr Malcolm Mycock: Working Weekend Organiser**  
01366 500250 [caramal52@yahoo.co.uk](mailto:caramal52@yahoo.co.uk)

**Mr John Moulis: Stradsett Cars/Commercials/Motorcycles Steward** 01406 550412 [jonmoulis@aol.com](mailto:jonmoulis@aol.com)

**Mr Reg Fletcher: Stradsett Tractor Steward** 01366 383134 [truereflections77@yahoo.co.uk](mailto:truereflections77@yahoo.co.uk)

**Mr Clive Richardson: Stradsett Engine Steward** 07789266423 [julieteddybear@hotmail.com](mailto:julieteddybear@hotmail.com)

**Mr David Askew: Assistant to the Road Run Organiser** 01945 430481 [susanaskew1@aol.com](mailto:susanaskew1@aol.com)

**Mr Jason Armsby:** 01366 500694 [jason.armsby@live.co.uk](mailto:jason.armsby@live.co.uk)

**Mr Cliff Armsby:** 01366 500435

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Laurel Bank, School Road, St Germans, King's Lynn,  
Norfolk, PE34 3DR Email: [kalif1@btopenworld.com](mailto:kalif1@btopenworld.com)



## Vintage Tractor **New!** Charity Road Run

Sunday 17th June 2012

Based at Walpole Highway  
10 am for 10.30am Start

The Road Run will begin at Cedar Lodge, Walpole Highway, Wisbech, Cambs, PE14 7QT. Camping will be available from 12am on Friday 15th June until 10am on Monday 18th June. All campers are invited to the BBQ on Saturday Night on the camping field.

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.



Supporting  
Registered Charity 1083876



For Entry and  
Sponsorship forms  
contact

Gordon Carson 01945 880091  
David Askew 01945 430481  
Download one from  
[www.nvtec-ea.org.uk](http://www.nvtec-ea.org.uk)



## Vintage Tractor Charity Working Weekend

Saturday 1st & Sunday 2nd September 2012

Based at  
Oak Farm, Stradsett

Located just off the A134, Thetford Road where the A134 crosses the A1122 East of Downham Market. Camping is available so come along and have a go. All we ask is for you to give a charitable donation. Organised and run by the NVTEC-EA group. Pre-booked exhibits only.

### Organiser

Malcolm Mycock  
4 Furlong Road, Stoke Ferry, Kings  
Lynn, Norfolk, PE33 9SU  
Tel: 01366 500250  
Follow us on Twitter @Stradsett\_Rally  
Or on Facebook/StradsettRally



For Entry forms  
& Information

Contact  
Malcolm Mycock  
On 01366 500250  
Or Download one from  
[www.nvtec-ea.org.uk](http://www.nvtec-ea.org.uk)

**Raising Money for St  
Mary's Church, Stradsett**

## What's On Elsewhere

### Friends of St Botolphs Tractor Road Run 24th June.

Following the successes of previous years we are again holding the rally at Manor Farm, Grimston, 5 miles east of King's Lynn. The morning run will follow a route south of Grimston before turning east, then north to arrive in Great Massingham for lunch on the village green. The afternoon route travels north through Harpley to Anmer, on to Sandringham before returning to Grimston via Hillington. The complete run is approximately 22 miles, most of which is on relatively minor roads. 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.

Information and entry forms from: Roger Coe, Manor Farm, Grimston, King's Lynn, Norfolk PE32 1BG tel: 01485600334

### Euston Rural Pastimes 10th June

contact Adrian Hoggett 07504335949

### Hockwold Country Fair Sunday 17th June at Wilton Farm

contact Judy Webb 01366728776 mob: 07895787076

### Holbeach Vintage Rally June 16/17th

Alan Thacker contact 01406 362524

### Foulsham Vintage Tractor Road Run Sunday 1st July

10.30 start at New Frost Hall in aid of EACH. £7 for tractors, passengers £5 accompanied children free. Raffle & crafts in hall, Daves Snack Bar. Contact Neville 07881805368

### Hilgay Vintage & Country Show August 11 & 12th Farming Demonstrations thro' the Ages

contact: P Bates 01366387988

### MAGPAS Yesteryear Vintage Bike, Car & Tractor Road Run Sunday August 5th

Can you help with this event? Contact [debbie@magpas.org.uk](mailto:debbie@magpas.org.uk) or 01480371062 mob: 07876507839

### Briston Tractor Run & Family Fun Day Sunday 22nd July

2012 in aid of the East Anglia Air Ambulance at the Recreation Ground, Briston. 10am start Stationary engines, classic cars and bikes. Includes raffle, stalls, archery, Bar-B-Que, pram race and much more. Please come and join s. Contact: Duncan Duffield 07500902122 or 01263 862255(answerphone)

Bamford's Engine & Machinery Group Rally to be held at Ken Hal-den's Woodhouse Cottage Farm, Nabb Lane, Rocester ST14 5JB on the 1st/2nd September 2012, Please send a S.A.E for Passes to Phillip Wood 6 Edes Farm Drive, Rocester, Uttoxeter, Staffs ST14 5NW

### Earls Barton Rally & Country Fayre

August 25/26/27th contact Miss C Randall 07826305241

### Sandringham Game & Country Show September 8th/9th

Clive Richardson contact: 01945 860224 Mob: 07789266423

### Haddenham Steam Rally September 8/9th

contact Mrs Ruth Young 01487 841922

Pensthorpe Vintage Rally October 6th & 7th Entries for tractors, stationary engines, cars, motorcycles, models, collections & horticultural. Contact: Graham or Sharon Turner 01692671793 or email [pensthorpevintage@btinternet.com](mailto:pensthorpevintage@btinternet.com)

Prickwillow Ploughing Festival 6th & 7th October 2012 at Green Farm, Prickwillow, Ely, & Prickwillow Engine Museum including Heavy Horse & Vintage Tractor ploughing, Horticultural Machinery, Stationary Engines and vehicles, Indoor crafts, trade stands, music and entertainment. Participants are very welcome, email: [festival@twhclarke.com](mailto:festival@twhclarke.com) or [pauline.dunham@prickwillow-engine-museum.co.uk](mailto:pauline.dunham@prickwillow-engine-museum.co.uk) tel: 01353662645 or 01353720737

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



# Eastern Counties Vintage Tractor and Heritage Spectacular 2012

This year's show held at the Royal Norfolk Showground on the 31<sup>st</sup> March and 1<sup>st</sup> April was a great first show success. Over 40 pre 1930 tractors, 20 Doe's and many more makes and models attended, accumulating to a total of over 600 tractors. There was also a display of vintage/classic cars, commercials, bygones and stationary engines. The weather on Saturday was slightly chilly, however it did improve for the Sunday which was good news for the organisers.

The NVTEC-EA had their stand there with a great display as always thanks to our members. Ted Gray took along his fantastic display of petrol cans, Mathew Hoy took his 1964 International 414 and I took a 1921 8-16 International Junior and a 1929 International 10-20. Malcolm Bush took his 1942 John Deere ex-combine engine and a John Deere rotavator. Basil Whiting took his marvellous seat display that with Mathew Hoy's generously made white post and plastic chain fencing complemented by a floral display added greatly to our club stand.

Although they were not on the stand there were many other NVTEC-EA members at the show which included Mick Patrick, Chris Leader, Stewart Bailey and many more. Gavin Chapman won a trophy with his totally original Ferguson T-E-D 20, *see right*, that was selected by asking the judges which tractor they would most like to take home. So very well done to Gavin, yet another NVTEC-EA winner. We had a great attendance at our stand over the weekend and we probably could have half-filled Stradsett Park rally again with the amount of interest from exhibitors, so thanks to all those who helped on the stand. *Gordon Carson*



*Gavin Chapman's prize-winning totally original Ferguson Below: Mathew Hoy, Gordon Carson, Melanie and Jim Wakefield and Ted Gray*



This sad news was announced at the March Winter Meeting and many club members attended Terry's funeral.

Ian writes: 'I have the sad news of the passing of one of our club members, my step father Mr Terry Foreman. Terry was born on the 3,5,1936, and sadly passed away 8,3,2012 after a short battle against cancer. Terry will be sadly missed by everyone on the rally field. He was the loving husband of Jean, brother to Jean, Hazel and the late Dereck, father of Heather, Gregory and Louise and stepfather to Ian and Susan. Also Grandfather to Hannah, Shaun, Tara, Holly and James.'

*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.*