



VINTAGE TORQUE

SEPTEMBER 2012

Mid-Summer Vintage Tractor Road Run 2012

The weekend began with an excellent barbecue that should have been eaten outside by the fish pond but gusting winds meant we had the added bonus and rare privilege of dining in Grace and Bryan Beba's Tractor Museum, quite an eye-opener. Next morning, under a blue sky with a few grey clouds that did not deliver their contents, David Askew, led the tractor convoy and back-up vehicles, *see right*, along country roads and farm tracks to the Heron at Stow Bridge for lunch. *More from Gordon on page 2.*

A well organised and very enjoyable Vintage weekend that raised £687 for charity. If you could have joined in but didn't, well you missed a great weekend! Viv



At Weeting



David Mycock won the John Harrison Trophy for 'Best Unrestored Tractor'. *Picture by Malcolm Bush*

At Carrington



Paul Pearman came home with the Best Stationary Engine Cup for his Ruston PT, *see above*, and Jenny Newell of Sunfleet won the Best Stationary Engine exhibited by a junior for her Lister D *see below*. Best Working Engine went to Bob Wilson of Stoke Prior, Worcestershire with a Ruston APR *see below left*. *Pictures by Paul Pearman*



Mid-Summer Vintage Tractor Road Run 2012

On Sunday 17th June the National Vintage Tractor and Engine Club East Anglia group held our annual sponsored Mid-Summer Vintage Tractor Road Run in aid of the East Anglia Air Ambulance. This year we had a new venue, starting at 10:30am from Bryan Beba's farm at Walpole Highway, Wisbech, Cambs. We went along several lanes and tracks before going down through Marshland Smeeth and then on to Stow Bridge where we stopped for a very nice lunch at the Heron Public House, situated on the river Great Ouse. At about 1:45pm we moved off towards Runcton Holme and onwards through Watlington, St Germans, Tilney cum Islington and St Johns Fen End. Then we were back on the lanes to Walpole Highway. After the disappointment of having to cancel our annual Stradsett Park Vintage Rally due to the bad weather we had hoped for more support from our club members. Considering the appalling weather we have all been having lately, the sun was shining on us that day and we could not have asked for better weather. I think we all had a great day.



David Askew receiving the trophy for raising £263



Starting out, Peter Clarke followed by Debbie and John Mutton

The afternoon run came over St Germans village bridge



Malcolm Bush driving Terry Myhill's Case

On behalf of the NVTEC-EA group I would like to thank Frontier Agriculture Ltd, everybody who took part and a special thanks to Peter Thorpe and Richard Perry for helping me steward all the junctions to make the Father's Day Road Run a safe and enjoyable one. Finally, I would like to say a very big thank you to Bryan and Grace Beba for the kind use of their farm yard, field and facilities. Frontier Agriculture Ltd kindly sponsored our road run again this year with a glass bowl to be presented to the person who raised the most sponsorship. This year Mr David Askew with his 1964 Fordson Super Major raised a marvellous sum of £263.00 making the total raised for the East Anglia Air Ambulance £687.00. This will be presented to them at our AGM in November. We look forward to seeing you all next year at Stradsett Park Vintage Rally on the 5th and 6th May 2013. Gordon Carson



David Askew led the convoy driving his 1964 Fordson Super Major. Other participants were: John Mutton, 1957 Ferguson, Debbie Mutton, 1958 Ferguson complete with trailer containing their Dachshund, Peter Clarke 1956 David Brown, Terry Myhill 1983 Renault, Philip Freeman 1961 Massey Ferguson, John Goldup 1966 Nuffield, Peter Clough 1963 Nuffield, Josh King 1952 Fordson Major, Michael King 1952 Ferguson, Bryan Beba 1991 Massey Ferguson, Malcolm Bush, Case, Henry Howlett Mercedes Unimog



Picture by Gordon

Downham Festival Carnival



The crowds came out to enjoy the Downham Festival Carnival and take advantage of the sunshine after the previous day's downpour. The theme this year linked the Queen's Diamond Jubilee and the London Olympics. Cath Duhig of Ryston Runners lead the parade of

floats carrying the 1948 Olympic Torch on part of its 170 mile journey across the country. David Askew won a trophy with his Fordson Tractor.



Foulsham Tractor Road Run



From left to right below: Angie, little Lewie's mother, Sally Needle and Barbara, Grandmother of Lewie with Doubleday storeman Robert. Pictured left, some of the tractors assembling for the start at Foulsham

It was windy but the sun shone for the Foulsham Tractor Road Run on July 1st and lots of people watched as 72 tractors, some with trailers set off from Foulsham on a round route on country roads. It was organised by Neville Websdale and Sally Needle. Thanks go to Terry Myhill for the use of his car park for the lorries and also the local builder, Roger Henry for loaning his field and all those who helped to make it a wonderful day. £2,033 was raised for EACH at Quidenham. In memory of little Lewie Fisher a decision was made to spend part of the proceeds to buy a pedal tractor and battery-driven Gater and trailer from Doubledays (Evergreens) at St Germans. *see picture* . During the visit to the showroom Ian Doubleday offered to kindly donate the tractor, loader and trailer. There will be a formal presentation to include some of the tractors later in the year. *Malcolm Bush*



Swanton Morley Rally.

This years rally returned to its original site of the village sports ground and proved to be more supported than last year. After a thunderstorm and wind on Friday and windy weather on Saturday the public were not deterred and with bright blue sunshine and light wind on Sunday it really brought out the public, proving once again how popular this event is. With a large variety of stationary engines, tractors and vintage cars, supported by awning displays, stalls, plus a lovely showing of craft stalls in the hall there was something for all to see particularly on Sunday as more cars and stalls turned up. The rally continues to go from strength to strength and considering it is a village show it is always well supported by exhibitors and public alike. A lovely English breakfast was available for £5 in the hall for exhibitors on Sunday and proved well supported. The usual showing of tractors and vintage vehicles in the ring proved a great attraction as the weather turned out to be very warm with a slight breeze, just

right for sitting down and enjoying a hot dog or fish and chips. An unexpected visit of Radio Norfolk's Treasure Trail program crew on Sunday was exciting to watch as they searched for their clue, which was found on a restored army scout car. The one low point of the event was the asking for a £2 from the exhibitors for a rally plaque which is usually free, especially from the stationary engine section as they had already paid by having their engines running all day. A point that the organisers should consider! As usual, we look forward to next years event, a date for which has yet to be confirmed. *Cliff Smith*

Diamond Jubilee at Carrington

June 3rd & 4th

You just can't help feeling for Malcolm Robinson and his devoted committee who year after year put on a fantastic rally for us all to enjoy, only to have rain rear after year. This year the rally weekend had been moved to coincide with Her Majesty the Queens Diamond Jubilee and they must have thought they might break that mould of wet weather however, this was not the case it was very wet and very muddy. Ironically I was at Belvoir Castle the weekend before when the rally would normally be held and it was scorching hot and dry beyond belief. It started raining on Saturday night/Sunday morning around 12:00pm and rained virtually continuously until about 4:00am on Monday morning, meaning it rained for the best part of 28 hours. However, Monday was much better with only a few showers to contend with, so we managed to have some parades of the tractors etc. Late on in the afternoon it came out to be the best part of the weekend and luckily the field dried up for most people to get off under their own steam although some did have to be towed off.

We then all prepared for the climax of the weekend which was Her Majesty the Queens Diamond Jubilee celebration dinner and lighting of the official beacon. There were over 320 of us who stayed on for the two course, sit down, waiter service and traditional dinner. We had entertainment by The Billinghay Ruffs and Jordan O'Grady a fantastic close-up magician who was just brilliant. Then we had a raffle and sang Rule Britannia, Land of Hope and Glory and the National Anthem and then it was time for the lighting of the beacon. All of us congregated outside where at 10:26pm the beacon was lit. A superb end to what was a bit of a damp weekend to say the least. Well done to all involved. Despite the horrible weather there was still a superb line up of David Brown and Case tractors and many other marvellous old machines. *Gordon*

Belvoir Castle



Judy Webb on her Ferguson



First Ever Guestwick Tractor Run

May 20th What a great success! Many thanks to Sir John White BT for use of his two Guestwick farms, also Philip and Sarah, Raymond and Sue, Robin and Andrew. We made £180.50 towards Guestwick Village Hall fund. Also a very big thanks to Alan and Jenny from Foulsham Queens Head who supplied us with a lovely ploughman's lunch at Cley-Next-The-Sea, on the village green and also donated another £20 making a respectable £200.50.

Also many thanks to all the tractor drivers and passengers who made this possible. Next year's run will be Sunday May 26th. Kevin and Elsie Roye



Above: All seated for the Jubilee dinner at Carrington.

Left: At Belvoir a chance to discover your tractor's engine power.

Below An unusual Ransomes Cultivator

Pictures taken by Malcolm Bush.



At Belvoir, 2 Fords, large and new versus small and vintage



St Botolphs Vintage Tractor Road Run

The second Vintage Tractor Road Run from Manor Farm, Grimston was led away by organiser Roger Coe on his Case 500, *see picture* on a very wet Sunday June 24th morning but despite the threatening weather was a great success. A record entry of tractors and several new faces, some coming from long distances, just managed to avoid getting wet on their 22 mile journey via Sandringham. A good crowd saw them off, fortified by bacon butties and coffee which did a good trade while waiting for the rain to stop. Luckily, a continuous deluge

that looked as if it was set in for the duration cleared just as they were leaving the yard and stayed away for the rest of the day. Lunch for the drivers was again kindly provided by Trevor and Kate Stebbings and taken on the picturesque green at Massingham.

Tractors returned safely around mid-afternoon, with only a few stragglers and just one needing the back-up low loader. Well organised stewardship run by Friends of St Botolph's, the sponsored charity, ensured a trouble free journey with minimal inconvenience to the general public. A remarkably large number of people turned up to the family afternoon at Manor Farm and with most of the drivers enjoyed the vintage cars, stalls, refreshments and band, a great new addition this year, which had all been moved under cover either in tentage or the barn. Hog roast, BBQ and beer all sold out! The whole event raised £2500 for the maintenance of the fine old village church and churchyard. *Peter Coe*



Building a Model of Henry Ford's 1918 Fordson 'F' Tractor by David Bretton, continued

All the machining of the cylinder block was carried out on the Myford and Senior Mill using many special fixtures to support casting without distortion. Sometimes you can spend say 3 hours to make a fixture to achieve a machining operation of perhaps only 5 minutes.

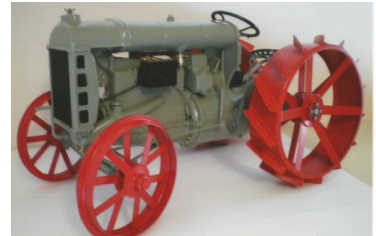
Three main bearing caps were fitted and line bored. Shell bearings in bronze were made by sweating two lengths of 1/2 round bronze together with minimum solder, held in four jaw and carefully setting the joint face spot on centre height. O/D was turned and bore left under-size, then parted off. The flywheel end being flanged was treated the same, shells were then fitted into block and line bored through to final size of 1/2 inch diameter. With the crankshaft position now fixed the camshaft centre was marked out, with the block now set up vertically on the mill table and the centre of the camshaft and crankshaft in line with the table length, having datum zero at crankshaft end the table was transverse using dial the exact amount to suit centre distance of timing gears, this worked beautifully.

Staying with the engine the crankshaft was machined from 2 inch diameter x 10 inch LG Bar. This was faced and marked up each end on 'vee' blocks, centres were drilled, then milled to a slab leaving diameter one end for flywheel flange mounting, after bluing and marking out, shape was fully cut out to relieve stress and rough machined all over. After this the journals were all finished to size with special clamps being fitted between webs for stiffness, surplus centres were then removed and flange and front diameters finished to size. Finally webs filed to replicate prototype, in all a total time of some 250 hours.

The camshaft was assembled with hardened cams and three plain bearings, a special jig made to assemble cams on the shaft to give correct overlap and firing order of 1.2.4.3.

Valves are turned from stainless steel with 10.5mm diameter heads 45

degree seats and 2.5mm stems 41LG, a very tricky job. A special jig was made to hold the valve by the stem to cut the small groove in the bottom end to take retaining 'C' clip.



The cylinder head proved interesting, since on the model the core for the casting would not support itself, what to do? I decided to make two castings with the joint line level with the top of the plug holes. So, the bottom half of the head has cast combustion chambers with spigots turned on top to take plug threads, then the top half has holes machined to locate with bottom spigots. The two are pressed together with J.B. Cleaned up and finally machined, this way the water cavity is intact and the combustion pressure is totally contained within the bottom half. The head gasket was made from 5/1000inch thick alloy foil, very tricky operation and after cutting and drilling it was softened in the family 'AGA' for several hours.

David will be coming to Ryston Golf Club in October to give a talk so there will be an opportunity for you to ask him about this very intricate construction. The next part will be in the December issue of Vintage Torque.. Editor

Chairman's Chat with Peter Thorpe

The year 2012 will be remembered for the Queen's Diamond Jubilee, the London Olympics and, oh yes, the summer that never was!. What a disaster of a rally season, disheartening for you enthusiast and distressing for the event organisers, but I am sure being British with a good stiff upper lip we will come back next year with as much passion as ever. On the brighter side, we did manage a fine Sunday for the Road Run and a lovely sunny evening at Prickwillow Pumping Museum. On one of those rare weekend occasions when the sun shone and it didn't rain, the wife and I visited a country fayre at Denver. What we thought was going to be a village fete turned out to be quite a sizeable gathering of 'car booters', local charity stalls, live music and a fair selection of vintage tractors, classic cars and Army vehicles. Having spoken with the organisers since the event, they have asked me to pass on their thanks to our Club members who with their display of tractors and cars helped make the day a great success.

By the time you read this we will have just had the Working Weekend at Stradsett, our last organised outdoor event for this season. A full winter programme of meetings at Ryston Golf Club kicks off on Thursday 18th October with David Bretton who will be showing how he makes his models and talking about his time at Belmec Engineering at St Germans. These meetings are a good time to catch up with old friends and also ideal to bring along prospective new members to see what we are about. This is also a good time to think about the inner workings of the Club. I know some of you have ideas and now is the time to bring these ideas to the fore and offer to join the committee. This gives you the opportunity to help keep the Club moving forward and onwards to the next Jubilee or Olympics. So get your nomination in to Ted, our Club secretary before November 1st.



Peter

A Reminder from your Secretary

As we draw to the closing weeks of the rally season my thoughts look towards the AGM in November. For many years the club has been fortunate in having a stable and long term serving committee. Inevitably a point has been reached when existing committee members need to move on and therefore we are in urgent need for nominations from any member who might wish to help with the administration of the club. I know some of you have expressed a range of good ideas so why not join the committee so that those ideas can be developed to enhance the future of the club? Your views are important! Please ring or email me for an informal chat. Ted



New! Club Raffle

We, as a committee are always scratching our heads, trying to find new ways to improve the services we offer our club members and to generate a greater feeling of belonging. It is important to expand and bring in new ideas and, of course, inevitably costs are incurred. The Winter Meetings have been well attended and we want to continue attracting a broad range of speakers, the news letter is bursting at the seams and needs to be expanded and our club events always need something, for example signage and fencing. Everything costs money. This is where you, as an individual can help and support our club whilst also having the chance to win one of six money prizes in our Grand Spring Draw. All you have to do is sell £10 of raffle tickets, then send or give the money and ticket stubs to a committee member or directly to Gordon. The draw will take place at Stradsett Rally 2013 on Monday 6th May. Please help us to help you enjoy being a member of the National Vintage Tractor and Engine Club, East Anglia Group. Thank you, Viv

Diary Dates

Sandringham Game & Country Show September 8/9th contact Clive Richardson 01945 860224 mob: 07789266423

Haddenham Steam Rally September 8/9th contact Mrs Ruth Young 01487 841922

Silsoe Young Farmers Tractor Road Run 9th September BBQ and entertainment at College farm, Lower Gravenhurst, Beds. contact Ellie Downing 07584260056 Email: silsoetractorrun@gmail.com

Prickwillow Ploughing Festival 6/7th October at Green Farm. Heavy horse and Vintage tractor Ploughing, Static Exhibits, Arts and Crafts, Farmers Market, Music, Museum Engines Running contact 01353662645 or Pauline Dunham 01353720737

Pensthorpe Vintage Fayre 6/7th October. Stationary Engines, Model Steam Engines, Classic Cars, Romany Gypsy Camp, Real Ale tent, Hog Roast, Craft Stalls. contact Graham or Sharon Turner 01692671793

Newark Vintage Tractor Show November 12/13th Celebrating John Deere & Lanz For NVTEC-EA Stand contact Gordon Carson 01945880091 mob:07860658767

**Notification of the Annual General Meeting of the
National Vintage Tractor and Engine Club
East Anglia Group**

It will take place on Thursday November 15th 2012
7.30pm at Ryston Park Golf Club

Proposed Agenda

1. Apologies for absence
 2. Adopt Minutes of the A.G.M. held on Nov. 17th 2011
 3. Matters arising from the minutes of AGM 2011
 4. Chairman's Report
 5. Secretary's Report
 6. Treasurer's report
 7. Membership Secretary's Report
 8. Election of Officers and Committee
- | | |
|----------------------|--------------------|
| Chair | Vice Chair |
| Secretary | Treasurer |
| Membership Secretary | Meetings Secretary |
| Safety Officer | Newsletter Editor |
| Rally Organiser | Committee Members |

Please send in written nominations for any of these positions, signed by the person being nominated and one proposer, to the Secretary, Ted Gray at Laurel Bank, School Road, St. Germans, King's Lynn, Norfolk, PE34 3DR. Please also notify the secretary, in writing, of any other items you wish to be included in the Agenda. Nominations and Agenda items to be received no later than November 1st 2012

A proposal from the finance subcommittee to the full committee meeting on July 4th. was adopted and will be put to the AGM in November.

Following our review of the clubs income from membership fees and expenditure on membership activities and Vintage Torque it is clear we need to increase our membership fees. We are all aware of inflationary issues and, as a club; we are not exempt from these. In particular we are facing a postage increase of £0.56 (4 *£0.14) per member in addition to anticipated rises in printing and other costs. Note. Postage may again increase next year.

Therefore we propose an increase in all 3 membership categories of £1.50. This would be in addition to any changes National make to their levy in October.

Winter Meetings:

The meetings are held at Ryston Park Golf Club along the A10 on the 3rd Thursday of each month at 7.30pm. Members and guests are very welcome.

October 18th: David Bretton, Models
November 15th: AGM and Cheque Presentations
December 20th: Tony Golds, RAF Navigator on Air to Air Refuelling
January 17th: Mike Bullen, Photographs of Downham Market
February 21st: Andy Scarlet on his time as a researcher at Silsoe
March 21st: Brian Waterland of Peter Brotherhood Engineering

Club Clothing: can be ordered at the Winter Meetings or telephone Viv 01553 617653 to place your order and arrange delivery.

Baseball Caps: Polo Shirts, short and long sleeves, Sweat shirts:
Overalls, zip or stud fastenings: Fleece Gilets: Fleece jackets:
Shower proof fleece lined Jackets.

NB. If there is a particular item you want, I can make inquiries for you at the wholesalers



**NVTEC East Anglia Group
Contact details 2011/12**

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Mr Henry Howlett: Vice Chairman
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Mr Ted Gray: Secretary, Stradsett Trade Stands & Bygones Organiser 01553 617653
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Mr Gordon Carson: Stradsett Rally Organiser, Road Run Organiser and Publicity Officer 01945 880091
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Mrs Chris Hunt: Membership Secretary
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Mr Andrew Hunt: Treasurer 01366 388907
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Mr Gary Good: Safety Officer
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Mr Malcolm Mycock: Working Weekend Organiser
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Mr John Moulis: Stradsett Cars/Commercials/Motorcycles Steward 01406 550412 jonmoulis@aol.com

Mr Reg Fletcher: Stradsett Tractor Steward 01366 383134 truereflections77@yahoo.co.uk

Mr Clive Richardson: Stradsett Engine Steward 07789266423 julieteddybear@hotmail.com

Mr David Askew: Assistant to the Road Run Organiser 01945 430481 [su-sanaskew1@aol.com](mailto:susanaskew1@aol.com)

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

Mr Cliff Armsby: 01366 500435

Mrs Vivien Gray: Newsletter Editor 01553 617653

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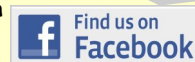
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www.nvtec-ea.org.uk

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

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

Summer Visit to Prickwillow Museum of Fenland Drainage



Turning off the A10 towards Prickwillow, the low lying farmland interlaced by waterways expresses the need for drainage control. The land lies between 1 and 3 metres below sea level and the Prickwillow Pumping Station exists to pump excess water up to the river Lark and on to the Great Ouse. Nowadays pumping is mainly carried out using automatic electric pumps that can be switched to operate over night and at weekends but there are still some diesel pumps to back up the electric pumps at times of heavy rain or mains failure. About 50 club members assembled at the Prickwillow Fenland Drainage Museum on a rare sunny evening to discover the expertise of a group of people dedicated to the restoration and maintenance of six large engines as well as a collection of smaller engines that have played an important role in the drainage of the fens. Les Walton, a founder member and trustee, led us through the historic importance and intricacies of each engine as colleagues fired up the Mirlees and the 'Super charged' 2



stroke Allen T47. Les himself fired up the Vickers-Petter, an amazing procedure as flames leapt out either side of his head in order to pre-heat the engine. The noise produced by the power of each engine whilst remaining firmly seated and without vibration needs to be experienced.

This museum visit offers so much more than we had time for in our hour and a half tour. There are many photographs telling their own stories of life in days gone by whilst a display of

bygone farm tools evoked recognition in some members whilst others expressed curiosity. Our tour was rounded off with a welcome cup of tea and biscuits, enjoyed whilst admiring the view along the waterway.

This museum certainly is worth a visit but make sure you have at least half a day. **Viv**



*Top right: Mirlees blast injection engine
Top left: Allen T47 pressure charged engine
Left: Darren viewing 1937 Allen 3560
Right: A display on entering the museum, In Memory of Rex Winters, his Final rebuild*

