



VINTAGE TORQUE

DECEMBER 2012

EDITOR VIV GRAY

Wishing You a Merry Christmas and a Happy New Year
with Good Health and Great Rallying in 2013



Dave Buttress
on his Ransome
MGS 1952
working his
single furrow
TS 42 plough



David Mycock on his 1942
Allis Chalmers M Crawler
and his 3 furrow plough

Working Weekend at Oak Farm, Stradsett

Judy Webb on her 1954 Ferguson TE20 and her General Purpose
2 Furrow Plough



Jim Wakefield on his Ransom MG2 1939 working his single furrow
TS42 plough

Chris Legg with his International B250 1956 using a very rare
Ford EP63
2 furrow plough (3)



Daniel Mycock on his 1950 Allis Chalmers B pulling an Oliver 2 furrow
trailing plough.
More pictures by Viv and Gordon and write-up by Gordon on page 4

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Sandringham Game & Country Show



After a wet and chilly summer, the weekend weather at Sandringham could not have been better and the crowds came along to enjoy this great family show. I really look forward to Sandringham and there is always something new to discover. This year it was 'horse-boarding.' It entails a brave/suicidal person on a skate board being towed along by a fast trotting/cantering horse around a marked course. The tricky bit was the negotiating of the corners and there were a few spills. Then a bit of shopping, the stands are really good, and back to the engine line where Ted was busy talking to people about his petrol cans. Meanwhile, Bryn (Spinone) enjoyed getting lots of fuss as he was 'guarding' the in/out gate. Clive and Julie once again organised a varied display of stationary engines with the 'Best Engine Exhibit' being selected by an interested member of the public, (*see right.*) There also was a good display of tractors with Alan Creasey giving an informed account during the parade. It was wonderful to feel the warmth of the sun and enjoy seeing all those people that we have missed earlier this year due to rally cancellations. Let's hope we can have some fine weather

for next year, particularly for Stradsett!. Viv



Julie presenting the trophy to J. Wareham with his Stuart Turner.



Matthew Hoy driving 1943 Standard N owned by Bryan Beba and Gordon Carson



Gordon Carson driving 1936 Case RC owned by Grace Beba.



Denzil Goodwin's 1923 Ruston Hornsby bought from a Cornish farmer 7 years ago has taken him 5 years to restore.



: Denzil & Kath Goodwin, Buxton



Mr B. Mothersele with his 1916 3hp Fairbanks Morse



Congratulations to Terry Myhill on his 65th birthday which I was privileged to celebrate with him, his friends and his family at the Sandringham Game and Country Fayre weekend 7th - 9th September. Terry was born in Norfolk and has lived in Foulsham all of his life, his saying is 'Norfolk born and bred, strong in the arm but thick in the head'. I am glad that it is his saying and not mine. Terry met his wife Yvonne at a Young Farmers dance in a barn in the back of nowhere in Norfolk on May 10th 1967. Yvonne was visiting Norfolk from her home in Wiltshire but after meeting Terry she never returned. They married on the 12th April 1969 and are still very happy to this day. Terry was showing his 1940 Farmall Model A tractor, registration number 481 UXB. Gordon



Tracks & Steel Wheels at Foulsham

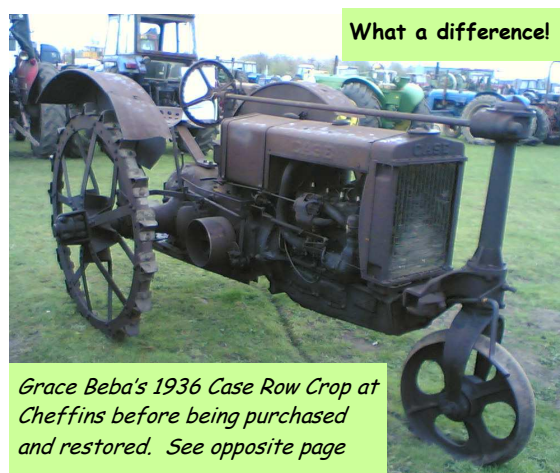


Once again this event was extremely well supported by spectators locally and from far away to see 25 vintage Crawlers and 8 Horticultural steel wheel machines working in a very large field whilst the sun shone on us until early afternoon. One highlight was 'Radio Norfolk's Treasure Hunt' arrived at mid-day with Becky Betts. First of all Becky helped to plough a furrow then she searched to find the 'treasure' that was concealed on Neville's Crawler. A very large raffle and various stalls, plus donations enabled us to raise £1454.35 for the Big C Centre at Norfolk and Norwich University Hospital. Next years event will be October 13th 2013. A big thank you to everybody. Neville

Pictures by Malcolm Bush



Becky Betts from Radio Norfolk with Neville and his David Brown Crawler



What a difference!

Grace Beba's 1936 Case Row Crop at Cheffins before being purchased and restored. See opposite page

The NVTEC-EA Group Goes to Shuttleworth

On Friday 14th to Sunday 16th 2012 the Bedford Steam Engine Preservation Society held their annual Steam and Country Fayre. This year it was a steam wagon spectacular and I must say it was most certainly that. The NVTEC-EA group members present were Jim and Mel Wakefield with their superb horticultural bygoness display, Mr N Robinson with his 1965 David Brown 770, registration number CJL 998C and Mr Ricky Kemp with a 1924 John Deere Type E stationary engine. Myself and Bryan Beba attended with a Massey Harris Challenger Twin Power which was built in Canada in 1938 with the serial number 134771, engine number 134300 and the registration number is now 367 YUD. It was part of the Peter Bourne collection until his sale in Wales in October 2009 when it was purchased by a collector from Anthill in Bedfordshire who found he could not start it. Myself, Bryan and Grace Beba along with John Goldup attended the sale, however Bryan preferred the green Challenger so we decided to bring that home instead.



We then saw the Red Twin Power advertised for sale in a magazine so we arranged to go and view it. Starting the Twin Power deemed easy and I drove it around the sellers grass field for some time, trying all the gears etc. Despite it boiling, Bryan still made a deal and we brought it home to re-unite it with the green 1937 Challenger on 7th July 2011. This tractor is fitted with French and Heck spoked wheels and pneumatic tyres. It is straight petrol with a hand clutch and crank start whereas the green Challenger is petrol/TVO. As well as this it also has a solid oak pulley which simply adds to the look. The tractor has now been restored to its former glory and runs and drives very well. Gordon Carson

THE BIRTH OF A LIFE-LONG HOBBY

Farming a small acreage of fertile sandy soil on the West Norfolk Ridge in the 1960's was all about economics. You grew stuff, you sold it, you paid out your costs and what you had left was your profit. "*Simples*". Problem was - there wasn't much profit left at the end of the day. It was therefore essential to control the level of the costs whilst at the same time maximising the output obtained from the land. I'm thinking that nothing much has changed from those times of fifty years ago! To say that I was brought up in a culture of frugality would be the biggest under-statement of all times!

Everything was looked at from the point of view of whether it was essential or not. Therefore items such as holidays and the like were categorised as luxuries - things that other people did (e.g. The Rich!) Mum and Dad declared that the best thing for us would be to get up really early, pack up sandwiches and go out for the day in the Standard Van (with rear passenger seats taken from an old Ford Popular in Greenards scrap yard at Wereham). These additional seats were bolted to two bits of wood so that they could be slid in and out of the van's rear doors as and when we were to go out as a family. They were never fixed down to the van's floor in any way! This procedure was never seen by my parents as at all dangerous because Dad said that he would never be driving at more than 40 mph. He had heard our neighbour say that "if yew travel faster than 40 mph yew don't half use up a lot more petrol". Laws such as annual MOT's and the wearing of seat belts were yet to materialise way back in the early 60's! We used to buy our fuel from Colbourns Garage which was just up the road at Wereham. Mum and Dad resented (bitterly!) each and every gallon that went in the tank! As I write this I'm thinking how much has changed in our society in just 50 years. Back then there were no supermarkets (or self-service of any kind in shops and garages). There were no large Filling Stations for re-fuelling vehicles. Fuel was bought from local garages. You pulled up at the small (but tall) petrol pump and waited until someone came and asked the driver "how many gallons today?" Petrol pumps were often labelled as Premium, Super, Regular and Low Grade. Sometimes there was a rubber pipe laid across entrances to garage forecourts which rang a bell inside the servicing area so that the Garage man would know that a customer needed fuel. Using some of this very expensive petrol (two shillings and a tanner per gallon!) we would go to places like Woburn Abbey or Ickworth Hall etc. These trips would, of course, be taken at times to fit in with our farming activities - e.g. whilst waiting for the weather to be just right prior to the combining. So from this you can see that every decision was made in the light of close examination to see whether we really needed it or not - and if we did, then how could it be done more cheaply?

Of course there were certain essential requirements arising out of the changing culture of our Country's Agricultural Industry. When these type of issues occurred then everybody was in the same boat and of course we had to buy new equipment when second-hand items were not around. Things like the change from 1 cwt. hessian bags, for the ware potatoes, to brown paper 56lb bags. This necessitated buying equipment like the ratchet tool for the bag tie-wires and a special gadget for the MacRoberts potato riddle (sorter) which fitted to the top of the "picking-off" elevator. It had some rubber-clad clamps that held the paper bags in place and a type of flap (that you turned over with a little handle) to direct the flow of potatoes to the next empty bag as the current one was filled up. There was quite a knack to be learned when operating that particular flap. If you turned it over too soon then the weight of the filled bag would be too light once put onto the scales. When we were riddling the potatoes Dad would always be manning the weighing scales and ratcheting

the tie wires to seal the bags after their adjustment by the addition or subtraction of a few pots from a wire basket kept near the scales for this purpose. Often I would be made responsible for the operation of the dreaded flap. Woe betide me if I turned it over too soon because Dad would have to nearly empty his wire basket to make up the proper weight of that bagful! However, even worse was the recrimination that would result if I left it too long before switching over to the next (empty) bag because this blinking hopper gadget had a very small space for the aforementioned dreaded flap - the potatoes would jam themselves all up in the top of the full bag in an instant. This mistake would result in the riddle having to be stopped and the hopper cleared out of the blockage by hand. Mum didn't seem to mind though because she would get a bit of a break from the picking off operation at my expense! She would say "never mind Dad, let's all have a swig of tea out of the flask and a nice Rich Tea biscuit to go with it".

There's got to be someone reading this with similar memories of days like that. Some needs that we had back then gave us more scope to invent cheaper ways of achieving the desired end result. One of these that springs to mind was the clearance of the old trees from the orchard. Dad had a quote from the local (Mechanical Plant) Contractor. The answer there was "not b..... likely!" Then we thought about pulling them out by chain using the biggest of our tractors - but the Nuffield 10/60 just could not get a grip even with the difflock engaged. No crawlers or four-wheel-drives were available to us. There was no budging those trees. Dad then resorted to his usual source of inspiration - The Agricultural Classified Section of the Eastern Daily Press.

A Threshing Contractor had placed an advert offering for sale various bits of his stock-in-trade kit because he was retiring from business. The items that caught Dad's eye were two Field Marshall Series II Tractors complete with winches - £50.00 each. He rang the guy and we went to view these machines that evening at Horsham, north of Norwich. The man said that the new combine harvesters were taking all of his traditional work - he said "some of them can even cut as wide as 10 feet!" Lurking amongst threshing drums, straw-walkers and huge balers were two green Field Marshalls - JNG 700 and JNG 701. Dad said "we can only afford one tractor at that kind of price (!)" His usual tyre-kicking and haggling had not resulted in any lowering of prices. So the man said to me "bor, pick one of 'em out". The first one had lights so I pointed at it and said "this one please".

Thus began my life-long hobby of vintage tractor and machinery enthusiasm. That Field Marshall popped those old apple trees out like a dentist pulling teeth! She can still do the same to this very day. They don't make 'em like that anymore.

West Norfolk Ridgefarmer



The NVTEC-EA Group Go To Work


On Saturday 1st and Sunday 2nd September 2012 the NVTEC-EA Group held their annual working weekend with the kind permission of Lady and Sir Jeremy Bagge at Oak Farm, Stradsett, near Downham Market in Norfolk. Event organiser for the club, Mr Malcolm Mycock did another brilliant job of organising the weekend and whilst doing so raised £340 for the St Nicholas Chapel. So on behalf of the club I would like to thank Malcolm for all his time and hard work organising this superb weekend. Despite a damp start to both days the weather held off quite nicely considering the year we have all had. Everyone who attended looked like they had a very enjoyable weekend. It's great to see all these vintage machines and their implements doing what they do best; so well done to all involved. This year we had a large variety of working machinery including a single furrow petrol/TVO walk behind Trusty, 3 Ransome Crawlers all pulling TS 42 single furrow ploughs, 3 single cylinder Marshalls, a Caterpillar D2, an Allis Chalmers model B and David Mycock on his Allis Chalmers model M Crawler, several Fergusons and Internationals, a Nuffield and a rare Row Crop 1960 Fordson Power Major registration LEG 103 ploughing with a Ransome TS 59J three furrow plough and driven by the clubs chairman Peter Thorpe. What more could you ask to see all in one field?

On top of all this we had most probably our youngest member there, young Finley Creasey. He is just 2 years of age, proud to be on his John Deere 40-20 fitted with a front loading shovel and pulling his trailer. He turned 3 on Thursday 6th September 2012 so let's hope he is back there working in 15 years time. You can view all our working weekend photos at Facebook - Stradsett Vintage Rally or on Twitter @Stradsett_Rally. Gordon Carson



Peter Thorpe with a rare 1960 Row Crop Fordson Power Major ploughing with a Ransome TS 59J 3 furrow plough



 *Philip Freeman on his 1961 MF65 and his Ferguson General Purpose 2 furrow plough (3)*



Young Finley Creasey aged 2 proud to be on his John Deere 40-20 fitted with a front loading shovel and pulling his trailer (2)

Right: Roy Grief on his 1941 Caterpillar D2 with a 3 furrow plough (2)

Below left: Matthew Hoy driving David Buttriss' Ransom MG 5



Malcolm Bush with his 1948 Fordson E27N



A comment from one of the participants: 'It's good to be able to come here and work my tractor without any competition. It's the enjoyment of the company and using my tractor for what it's meant to do rather than just exhibiting it at a vintage show.' Viv



Left: Gavin Chapman on his 1952 totally original Ferguson that he's owned for 1 year, pulling a Ferguson 2 furrow plough.

Right: David Askew on his 1964 Super Major pulling a Ransome 2 furrow trailed plough



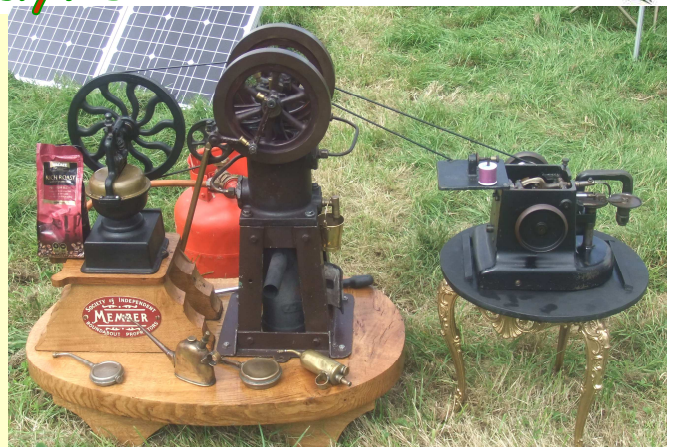
NVTEC-EA Member Gets All Steamed Up For His Daughters Wedding

On Saturday 22nd September 2012 at 2:00pm Donna Smith, the only daughter of Ivan and Lynn Smith from Guyhirn, Cambridgeshire was set to marry her Fiancé Barry Irons from Peterborough, Cambridgeshire. The wedding took place at Wisbech St Mary and Guyhirn Church. The bride arrived some 20 minutes late but that is the bride's prerogative. Ivan and Lynn Smith are long standing members of the NVTEC-EA group and I went to school with Ivan back in the early 80's. Ivan and his family have long been involved in vintage machinery and restoration work so it was no surprise to see the two bridesmaids Ellie and Evelyn and then the bride arriving in a 1933 Austin Seven being driven by Dean Smith which was only completed at 2:30am on the wedding day. This superb car has a four cylinder electric and crank start petrol engine, registration 480 YUK. Then there was the finale of the Smiths family steam roller, a 1901 Aveling and Porter Limited built in Rochester, Kent and named Pollyanna with the engine number 4877. It was steamed up and parked outside awaiting the new married couple. In charge of this fine machine was Frances Earl with the help of Ivan's youngest son Arron Smith. After the photos, they climbed aboard for the short journey to the Wisbech St Mary Village Hall for their reception. Despite heavy rain Friday afternoon and evening the weather on the day was superb. So on behalf of the NVTEC-EA group, congratulations to the new couple. *Gordon Carson*



Earls Barton Country Fayre

This is a rally over the August Bank Holiday weekend that I look forward to each year. There is always some new experience and this year I was quite un-nerved to see a robotic sheepdog called Sheridan and a keyboard-playing robot, both of whom can hold a conversation. I wonder, can I get one to do the housework?? As usual there was a good vintage vehicle display with a delightful 1938 Austin 7 owned by Nigel Bird with a gramophone playing nostalgic music. The pets corner, Viking Village, Ferret racing and Punch & Judy kept children and adults amused. There were a few empty spaces along the engine line but Brian Grimshaw from Wiggan had a little gem with his Heinrich hot air, gas fuelled engine driving a coffee grinder as well as a Victorian horizontal sewing machine which was used to sew mink onto coats. Enjoying a break in the day at the beer tent, a lovely McClaren tender and smoke box with Karl Bradley and little Jack. *Viv*



Cambridgeshire Steam Rally. This rally was one of the few that went ahead despite the amount of rain over the last couple of months and I had my reservations as to whether it should have been cancelled. I went on the Thursday and the majority of the exhibitors had to be pulled on to the showground. The organisers did a good job trying to keep the gateway and field usable although some of the exhibitors still decided to make unnecessary journeys with their vehicles. The weather turned very warm on the Saturday, drying the grounds and surrounding areas very nicely. Some trade stands and exhibitors did give it a miss due to the conditions but, as usual, it did turn out to be a well supported show enjoyed by all, with the public car park being full on both days. There was plenty to see. The one thing that organisers must keep an observation on is security as problems did occur over the weekend although every effort was made to solve them. All in all a rally to look forward to. *Cliff Smith*

Pensthorpe Vintage Fair



The 6th & 7th October saw the first Pensthorpe Vintage Fair held on the overflow car park and various grass areas around Pensthorpe and we had a lovely sunny weekend. There was a gypsy encampment on the left as you came through the gate with a small steamer running a thresher on the right. Further down there were awning displays and as you went down to the reserve there were two model tents. The main car park was reserved for disabled parking with the Norfolk Military Vehicle Group displaying on the right hand side as you entered the field. At the top of the car park we had a small steamer running a baler and display by the Easton College. Around the outside of the field were 80+ stationary engines with vintage caravans, tractors, motorcycles, horticultural displays and various other miniature steamers operating during the event. In the centre of the field were craft stalls and trade stands leading to a vintage beer tent and hog roast at the bottom of the field. Other catering, including evening meals and breakfast were supplied by Pensthorpe. A five mile tractor run around Fakenham at 4.30 on the Saturday afternoon rounded off the first day nicely and on Sunday the added attraction of 100 vintage cars and a pair of Shire horses doing sled rides worked well. I would like to take this opportunity to say 'thank you' to Ivan and Jane Drake, Peter and Greta Foster, Paul Mace, Craig Reeder, my wife Sharon and all the staff at Pensthorpe for all their hard work and support during this event. I would also like to thank the exhibitors for making this event such a great success.

We look forward to seeing you all at next years Vintage Fair on the 5th and 6th October 2013 Entry forms are now available. Please email: pensthorpevintage@btinternet.com or call Graham & Sharon on 01692671793

Graham Turner



Cliff Smith went along to have a look and this is his report.

This event held for the first time this year can only be described as a big hit for the organisers. Although it was held towards the end of the rally season there was such a good turnout in all sections with exhibitors coming from all over the country. Although there was heavy rain on the previous two nights the ground is well drained and the public really showed their support.

The Vintage Fair, held in the grounds of the Pensthorpe Wildlife and Gardens was the ideal setting for a fine display of tractors, an even bigger showing of classic cars set nicely in the middle of the field with the stationary engines around the perimeter. Several small steam engines completed the Fair including one model working a straw bailer. Also a fine exhibit of an impressive 6 wheel steam Fire Engine complete with Trailing Pump. This event must surely be one to look out for in the future as word spreads of its success. Admission fees were reasonable and included the Wildlife Gardens which were free to exhibitors. *Cliff Smith*

Pictures by Cliff Smith & Graham Turner



Prickwillow Ploughing Festival

The 2nd Prickwillow Ploughing Festival organised by Prickwillow Engine Museum and TWH Clarke & Son of Green Farm, and held on 6th and 7th October, was attended by nearly 2000 visitors who enjoyed watching the majestic heavy horses and tractors of yesteryear in action. There were also classic cars, lorries and stationary engines on show together with an open day in the Prickwillow Engine Museum, where the engines were run by the members.

The historic City of Ely fire appliance was in steam and reunited with the restored Bedford lorry which was originally used to pull the appliance for a decade from 1933.

Arts and Crafts, archery, a road train, and face painting were also very popular, along with a children's nature trail organised by the RSPB.



Bartrams Brewery ran a real ale bar and even brewed a special ale for the Festival called 'Fenland Draught'. Local band Akimbo entertained the crowd in the sunshine on Saturday, and Eel Pie Band were on stage on Sunday. It was a fun weekend for all the family with a great atmosphere. We were absolutely delighted with the success of the Festival with some £5000 raised for charity, divided between Prickwillow Engine Museum and Oesophagus Cancer Research. We have had so many positive comments and we are already planning next years on 5th & 6th October 2013.

The last chance of the year to visit the Prickwillow Engine Museum is on the Run Day on 9th December, when the large engines will be demonstrated in motion and the City of Ely Fire Appliance can be seen in steam. There will be some interesting craft stands, hot and cold lunches, mince pies, and traditional music from a visiting fair organ. Open from 11.00 to 16.00.

Further details on:

www.prickwillow-engine-museum.co.uk.

Pauline Dunham



The museum is a registered educational charity, primarily concerned with the history of the unique landscape of the fens and the principles of drainage which created it over the course of several centuries. All work is undertaken by volunteers, there are no employees.

NVTEC-EA at the 10th Newark Vintage Tractor & Heritage Show

Saturday 10th and Sunday 11th November 2012

This year we had a new position at the show and with our 20m x 4m display area we were able to build on last year's display. As our club is not restricted to just tractors, we made sure this was known with a superb display of 8 tractors



comprising of Terry Myhill's 1967 International TD8 Crawler and his Farmall A. Mr R J Mitchell brought along his 1941 Farmall Model A fitted with a beet hoe and Mathew Hoy arrived with his 1964 International 414 shining as ever. We also had the pleasure of one of our new members Wayne Mitchell with a 1951 Case SI Industrial, Stuart Bailey took his 1946 E27N Fordson and then mine and Bryan's contribution was a 1943 Fordson Standard N fitted with a Perkins L4 and a 1936 Case RC on steel wheels. In addition to the display of tractors was Ted Gray with his superb petrol can display, Jim Wakefield with a 1950's Drake and Fletcher Orchard Sprayer and Basil Whiting brought his cast iron seat display. As well as all this Malcolm Larke took his plaque display and Rickey Kemp (see picture below) and Ralph Thompson added 4 stationary engines. The final touch was Bryan Beba's 1920's type 2 Skelton Petrol Pump made by H J Goodwin Ltd and Mathew Hoy's flower pots and chain link fencing. The club stand was well attended over the weekend by lots of old and quite a few new faces, so thanks to all who come along and said 'hello'.



The show had its record entries to date with just fewer than 1,500 in total with 1,060 being tractors and on top of all that were of course the trade stands etc. It was an amazing display and a credit to the organisers. There were a few changes to the layout this year which never pleases everyone but we must all embrace change in order to keep moving forward. Stradsett Park Vintage Rally supported the show by supplying the 10th Anniversary cake which was made by our membership secretary Chris Hunt and I must say it looked and tasted superb. The cake was cut on the Saturday evening by Mrs



Jenny Farr MBE DL and was soon devoured by the 500 people attending the evening meal.

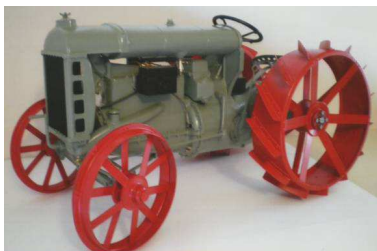
Sunday afternoon when the show closed was the usual chaos for about half an hour but it soon cleared. All in all it was a great weekend. *Gordon Carson*

pictures by Malcolm Bush and Gordon Carson



Building a Model of Henry Ford's 1918 Fordson 'F' Tractor continued

The pistons are machined from Cast iron castings each having 3 rings ie. 2 compression and 1 oil scraper. The rings are 40/1000 inch square. Briefly they were turned from solid cast rod with correct I.D. But left 7/1000 inch oversize on 25mm diameter, parted off 40/1000 inch wide. They were then gripped in the machine vice by the smallest amount possible, given a light tap and with nerves intact a split ring is what you have! The rings were then held in a fixture sprung open 5mm but kept very flat, and revolved in the lathe at slow speed while being heated dull red for 9 minutes, then allowed to cool in the fixture, and guess what? Rings end up springy with 5mm gap. A further fixture was made to hold the rings tight with gap closed and the outside diameter turned to snug fit in bores, job done. The scraper rings after turning O.D. Were given a one and a half degree taper for 25/1000 inch. Now, all the above sounds very easy and simple, however, all these facts, figures, temperatures and times etc were arrived at after many experiments. I wouldn't like to say how many rings I haven't made, not to mention breakages on fitting, after all they are only just over a 1mm square in section. The liners were again M/C from solid cast iron rod with location spigot at top end. These were turned to size and a light pressfit in the block. The block was skimmed across the top to level liners. An adjustable copper lap/hone was made to final finish the bores in situ, with the tool held in the lathe running at medium speed and using fine grinding paste, the block was held by hand to give feel(!) and gently pushed back and forward along the hone. You cannot do this if you believe in, dare I say, 'health and safety' but the result is fantastic! Because the pistons, block and liners are all cast iron and a maximum of one half/1000 inches was achieved and the engine runs dry.



The timing gears were cut using involute cutters mounted in vertical mill, the camshaft gear was M/C from a bronze casting.

On the full size tractor the engine is started on petrol and runs T.V.O. when hot. The petrol comes from a small tank on the side of the tractor and T.V.O. From main tank above the engine.

The model runs only on petrol and although the vapouriser is the same in outward appearance I

have redesigned the interior to become a carburettor, and a float valve is fitted inside the petrol tank to maintain fuel level in carburettor just below jet level, the main tank now holds petrol. The float chamber is quite intricate and has a lever mechanism to give a 5 to 1 advantage from a cork float which is only 10mm diameter by 10mm LG. These items were all assembled through the 12.. Screw filler cap on the side tank, a bit like keyhole surgery, with torch in one hand, screwdriver in the other etc. Many experiments were carried out to get final assembly.

To be continued in March Vintage Torque

David says, **'I came to give a talk at Ryston Park to the club members in October. I would like to say how much I enjoyed the evening and I would be pleased to donate my fee to the Royal British Legion.'** David Bretton

An update on progress: Last year David won the Gold Medal with his model at the Model Engineering Exhibition in London. This qualified him to enter the Duke of Edinburgh Challenge Trophy this year which he subsequently won. Congratulations David! Viv



AGM Report & Presentation

The AGM marked a turning point in the future of the club as two key members of the committee had previously made it known that they would stand down, namely Peter Thorpe and Andrew Hunt. Owing to some proactive recruiting we were in the unprecedented position of having six nominations for new committee members including Henry Howlett as the new club Chair. All were duly elected. Peter Thorpe, the retiring chairman gave a comprehensive account of his eight years in

office, saying his time at the helm has been most enjoyable and the friendship and support of the club has helped him regain confidence after personal, family tragedy. He said it was refreshing to be part of a club that is swimming against the tide and growing. He thanked Sir Jeremy and Lady Bagge for the use of Stradsett Park and Oak Farm, Ted for 'keeping me in order' and Andrew for 22 years of service that included keeping the club budget on an even keel and also as Stradsett Rally organiser. Andrew was presented with a vice presidency for his services to the club.

The club secretary, Ted Gray, thanked both men on behalf of all club members for their sterling efforts and dedication and assured members that their resignations are in no way with animosity but just as a result of changes in interests and responsibilities..

Andrew Hunt presented the club accounts and advised that owing to rising costs, an increased charge for membership is inevitable in order not to deplete club funds. In view of the rally cancellation earlier this year he explained that we are fortunate to only stand a loss of about £1500, very much due to the facilities offered to us by Sir Jeremy and Lady Bagge and Gordon's 'business head'.

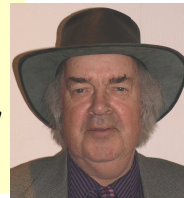
A cheque for the sum of £687 was presented to Mary Dunn for the East Anglia Air Ambulance being the proceeds of the Tractor Road Run. Mary thanked the club members for their 'fantastic continuing support' that has helped to raise funds for their new initiative, 'Illuminate and Inspire.' The E.A Air Ambulance is the first in the country to fly at night, enabling them to operate after dark, working a



shift up to midnight. Next year they will be gaining a second 'fly at night' helicopter. Also a cheque for £340.90, being the proceeds of the Working Weekend, was received by Peter Thorpe on behalf Sir Jeremy Bagge, for the continuing restoration of St Nicholas Chapel. Chris Hunt, the Membership Secretary was pleased to report that we now have 396 members.

The meeting was concluded with an interesting overview by Mollie Housego of the work carried out by BREAK Charity. She thanked club members for their support in 'Changing Young Lives' (the charity motto) Viv

Left to right: Chairman Henry Howlett, new committee members: Jim Wakefield, Melanie Wright, Matthew Hoy, Judy Webb, Ian Long, Jayne Carson will be club Treasurer (not pictured)



At the October Winter Meeting Jean, wife of the late Terry Foreman, presented a cheque for £304 to our club, being the proceeds from Terry's funeral collection. *Thank you Terry and family.*



Stradsett Park Vintage Rally 5th & 6th May 2013

Festive Greeting From Your Rally Organiser

Greetings everybody, by the time you all read this the rally and show season will be over and what a year it's been. We started at Malvern with the club stand on March 3rd and 4th. Then again with the club stand we moved onto the Norfolk Spectacular on March 31st and 1st April. Then there was the disappointment of cancelling Stradsett Park Vintage Rally on 6th and 7th May. However, we picked ourselves up and had a great day for the road run on June 17th and the club's last event of the year was the working weekend which was also a great success. Looking forward towards the new rally season the Stradsett Park Vintage Rally will be held on Sunday 5th and Monday 6th May 2013. The raffle tickets are selling well so thank you to everybody who is helping the club raise money for the East Anglia Air Ambulance and the club itself. As always I look forward to seeing you all again around the shows and rallies in 2013 but until then I wish you all a Merry Christmas and a happy and prosperous New Year. Gordon Carson



"Fare Ye Well"

Some twenty years ago Cliff Armsby got me involved with our club and it only seems like yesterday. A quick reality check in the shape of Grace, who calls Cliff Grandad, me Grandpa and is now rapidly approaching 7, confirms the years have flown by.



It wasn't long before I became a committee member and have had the honour to serve, in various combinations, as Secretary, Newsletter Editor, Rally Organiser, Road Run Organiser, Webmaster, Safety Officer and Treasurer. Through these auspices I have made some very good friends, met a great many characters (something this hobby seems to attract) and had a great deal of pleasure and enjoyment. Of course there is the occasional downside and I really felt for Gordon being forced to cancel the Rally this year, having been there twice myself.

Fortunately the human brain is much better at remembering the good times of which we had many. The smiling faces going home from yet another Stradsett Park Vintage Rally will remain vivid in my memory as will the warm glow I felt when told that our rally was becoming known as "The friendly Rally". This is entirely down to the tremendous team work which I was fortunate enough to be credited with leading. However to put this in context, many years ago an old sage told me "if you want to lead a team of Norfolk folk the best thing to do is work out where they are going and get there just in front of them". They were kind enough to let me think I achieved that.

For me, if you can have some fun, give pleasure to others and put a few quid in a charity box to help those less fortunate, then it ticks a lot of boxes.

Your club is in good hands and, with your support can look forward to a great future. "Fare Ye Well All" *Andrew Hunt*

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

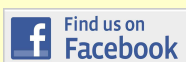
www.nvtec-ea.org.uk



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

facebook.com/StradsettRally

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



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.



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

Day Trip to Coventry Saturday 9th March 2013.

Coventry Transport Museum 10am admission free

Frank Wittle Air Museum 2pm Free admission

Coach £11.00 Phone Roger 01366 377464 for more details.

Roger's Spring Holiday Break to Northern Ireland 15th to 21st May 2013

Itinerary to include the Royal Ulster Agricultural Society's Balmoral Show, also boat trip on Belfast's River Logan, The New Titanic Centre, The Harry Ferguson Memorial Garden, Ulster American Folk Park, Flying Boat Museum, Ulster Folk and Transport Museum, (exhibits include Harry Ferguson's achievements in aviation) the Ards Peninsula and Aquarium at Portaferry. Visit to the Collections of Gerry King at Ardee and John Hanlon at Cooley in the Republic of Ireland and Ron Deering.

The programme will include return journey by coach and ferry crossings, 5 nights at the Adare Arms Hotel with breakfast, evening meal and evening entertainment. Cost £380.00 per person.

Full details, booking information and collection points please call Roger Thulbourne 01366 377464 or write to him at Fergie Place, 6 Lynn Road, Sothery, Downham Market, Norfolk, PE38 0HU

FOR SALE 70 Hessian Corn Sacks

Offers. Contact 01485 542034 after 6pm



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

Baseball Caps:£7.50, Polo Shirts, short and long sleeves,£11 & £15, Sweat shirts:£15, Overalls, zip or stud fastenings:£18/£17 Fleece Gilets:£20, Fleece Jackets:£25 Shower proof fleece-lined Jackets.



NB. If you want something different, I can make inquiries for you at the wholesalers. Just ask me! Viv

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.

Your Retiring Chairman's Chat

As was reported at the last AGM I said I would not be standing for election this year so this will be my last chat with you.

It was eight years ago that I became your chairman and a lot of changes have taken place, probably none more so than this magazine which has become a very interesting read and an informative programme of forthcoming events. The Stradsett Rally has expanded and grown in maturity and the introduction of Midsummer Evening Visits have proved to be very successful and at times over subscribed. The Midsummer Tractor Road Run continues to raise good money for the Air Ambulance and the Working Weekend at Stradsett still draws many ploughmen and women, proficient and novice alike.

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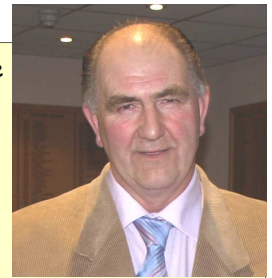
During the eight years of my time in office the club has become involved with the Downham Market Carnival as well as the Holkham biannual Country Fair.

It has been a joy and a pleasure to have been your chairman and, hopefully, I have not made too bad a job of it.

Finally, I must thank you all for your support in everything we have tried to do within the club and hope that you continue to support Henry and the committee to carry the club forward and upward.

Thank you all and I hope to see you around at various meetings and shows.

Regards, with a tear, Peter Thorpe



Membership Matters

It's Renewal Time

There are fee increases for 2013.

Our fees, as agreed at the AGM, have increased by £1.50 per membership and the National Levy has increased by £1.00, thus making a total of £2.50 per membership.

Enclosed with this edition of Vintage Torque is your membership renewal form complete with guidance notes.

So would you please:

1. Read it.
2. Preferably complete it now and return it to me.
3. Or keep it safe for when you do renew.
4. Do not use any older forms for renewal.

If you change your address please notify me and I will inform National.

Please do not contact them direct.

Just to say thank you to you all and to those who have been taken ill, take care of yourselves and remember, have a Happy Christmas & New Year. See you in 2013.

Any problems give me a ring or contact me by email: membership@nvtec-ea.org.uk

Thanks

Chris

14 The Paddocks, Downham Market,
Norfolk PE38 9JA ☎ 01366 388907



Editor

You will have noticed that this is a 'bumper edition' with twelve, full colour pages and for this I have a special thank you to the late Terry Foreman who bequeathed his funeral collection to our club and so funded the extra cost. For me, it is so rewarding to have to struggle to find enough space to include all of the articles that are sent in for publication. So thank you to everyone who contributes to making Vintage Torque a good read and please, all of you, keep sending in your pictures, (remember a picture = 1,000 words) with or without a write-up and I would appreciate also, nostalgic musings, restoration accounts and any comments. I'll find space somehow! The March issue deadline is February 8th. Happy Christmas and Good Health for 2013 Viv

