



Editor Viv Gray

Vintage Torque

September 2014

Putting on a Display at Burghley Game & Country Show 2014

Held on May 25th & 26th it was a rush for me to get the June edition of Vintage Torque and the Stradsett Supplement completed and in the post before our trip to Burghley, so for me, this was a weekend to relax and enjoy the show. I always look forward to Burghley as apart from the beautiful estate I know that we will get a lovely welcome from Clive and Julie and Ted will have lots of interest in his display of petrol cans. Weather-wise there were sporadic showers which did reduce the numbers of public on Saturday but didn't dampen the spirits of the 'engine men' who put on a varied and interesting display of stationary engines, showing their potential as working engines. Credit must be given to steward Clive for organising this display. *Pictured above right: John Woodheads' 2.5hp 1931 Blackstone*

More pictures overleaf. Viv

Right: Ted Gray's display of petrol cans. Ted has been collecting for 6 years, searching carboots, auctions and vintage shows and now has 100 including a rare 1921 Technicol from the ill-fated oil field at Setch, King's Lynn. Each can is authentically restored and Ted gains information from various internet sources and other collectors. They certainly make an eye-catching display.



Left: Part of the engine line with 'seasoned rally-goer and enthusiast' Eddie Savoury talking to members of the public and Ralph Thompson in the foreground attending to his engine.

More pictures at Burghley overleaf.

The Engine Men at Burghley Game & Country Show 2014



The Trophy winner as selected by a member of the public was John Bailey with his 1919 Lister 4hp running a Bamford pump that he's had for a few years and recently restored. He took it to Stradsett this year for its first outing.



Above: Stacey & Lisa Burnett have owned this 1920 Fairbanks Morse, model ZA 1.5hp for 2 years. It once worked daily at a blacksmiths on a farm with the Newman family until the 1970's when it was put into storage but started up regularly before being sold to an enthusiast. The model ZA was in production from 1915-46. Shown here running a Lister H3 pump.



Above: Edmund Lupton received a 'special award' for his 1920's Sundial, a rare Australian engine bought in Derbyshire.



Left: Jim Wareham owns this Stuart Turner 2 stroke. Originally commissioned for the GPO and used as a stand-by lighting set in a post office in Derbyshire. It was found on a chicken farm and restored in the winter of 1998. At Burghley it was running a Godwin self oiling water pump.

More Engines at Burghley



Above: 1929 John Deere E 1.5hp owned by Cliff Smith. Originally from USA it was used to power water pumps and milking machines

Below: 1917 Ingeco type W 3hp no: 4674 owned for several years by Dennis Andrews who bought it at Cheffins in a seized up state. Originally used for pumping and grinding it was previously found in an old workshop.



Below: 1936 Ruston Hornsby PT Carrot Top owned by Mr Richard Tinkler for 33 years and previously worked pumping water from a canal to a cattle trough.



Above: Owned by G. Pearson for the last 10 years this 1920 Amanco Hired Man 2.5hp is all original except for the fuel tank,



Above: 1931 Fuller & Jackson ND 2hp owned by E & J Newton Langworth

Below: Chris Martins working on his 1928 Stuart Turner P3, once used on a motor boat.



Portrait of an Engine Steward

A well organised engine line is a crucial element at any vintage rally and Clive Richardson is known for this ability. Ensuring that health and safety rules and show guidelines are strictly adhered to is not an easy responsibility to shoulder, but Clive enjoys this undertaking and tries to 'talk out' any exhibitor problems on the rally field.

With his wife, Julie, as an administrator, the paperwork for 135 engines at our Stradsett Park Vintage Rally 2014 was no mean task. As I have discovered in editing this newsletter, there will always be mistakes and therefore we all rely on the tolerance, understanding and loyalty of our exhibitors and our membership.

Having been exhibiting since he was 18 years of age, Clive understands the necessary preparations for producing a worthy exhibit. He began with a Morris Minor car, moving into stationary engines when Julie's granddad died, leaving him a Farmall tractor and three stationary engines: an International M 3hp, a Ruston Hornsby PB 1.5hp and a Fairbanks Morse 6hp.

After years of showing and enjoying the company of fellow exhibitors Clive was asked by the Driffield organiser to run the engine line which he accepted. Soon Living Heritage also asked him to run the Sandringham engine line, leading to other shows, Loughborough and Burghley.

At Stradsett he initially co-ran the line with Chris Martins and subsequently came on our NVTEC-EA group committee in 2011/12 when Chris found that due to family commitments he no longer could spare the time required and stood down.

Competition in exhibiting and the selection of trophy winners is subjective and can cause much disappointment and even friction. Clive's philosophy is to ask an interested member of the public to make their selection, thereby avoiding any bias. Julie and Clive purchase the



trophies (excluding Stradsett) and also give the 'acting judge' a box of chocolates as a 'thank you.'

On a personal note, I have always found Clive and Julie to be well organised, attentive and welcoming stewards. As a club we should be thankful that they are willing to continue to support Stradsett Park Rally. It's a task that many would not like to undertake! Viv

Polyanna at Burghley



Ivan Smith bought Polyanna 8 years ago and at 113 years old she looks a treat. She is an Aveling & Porter 8 ton Road Roller, 1 of only 6 made particularly for working on narrow streets and pavements. Aveling & Porter went into partnership in 1862 and developed a steam engine 3 years later, eventually becoming the largest British manufacturer of steam rollers in the world. Polyanna was first owned by Finchley Urban Council and she has now found her permanent home with Ivan and his family. Trips out to shows need advance planning in order to limit the cost of powering her but she gets out about 4 to 5 times a year. Viv

Ivan has been an NVTEC-EA member since 1978. In 1976 as a 10 year old his grandfather bought him a Petter M Handyman to power the saw bench to cut wood for the household fire. Two years later his good friend, Francis Earl, introduced him to the NVTEC.

Another two years later and Fred Rudd put him in touch with Norman Shepherd who sold him his first tractor, a BMB President, leading to many happy years of rallying. I (Clive) enjoy seeing his collection of tractors and remember the day he brought his Titan tractor to Floods Ferry. At that time it was a very rare exhibit. Ivan has three children and also three grand children who are very much part of the rally scene. Clive Richardson

A Wealth of Knowledge

By Shane Marrows

As a relatively young new comer to the vintage machinery fraternity, I have realised that there is wealth of knowledge available at our rallies from our elders and it's free!!

Most of the so called 'old boys' in our hobby are extremely helpful and willing to assist with a wide variety of problems that can accrue with these old engines.

This was recently evident to me when Uncle Fred brought over a local advertisement showing a pair of Ruston and Hornsby diesel engines for sale; off the back of this an eager phone call was made for additional information.



Once all the facts had been gathered, the asking price was deemed a little high for restoration, so they were left for the time being.

Several weeks later a phone call was received inviting us to go and view the engines and negotiate a deal. After a lengthy conversation a price was agreed and the cash handed over. The next thing, the owner handed a small amount of the money back. Confused I asked 'what's this for'. He replied, 'that's what you could have bought them for if you had been cheeky enough with your offer and that will pay the fuel bill to collect the engines.'

Two weeks later we returned to collect the engines.

On arrival a forklift was waiting to load the heavy engines. A box of original spares and an instruction manual was handed over to assist with the engines restoration and we returned home with these new toys. Unfortunately they had to be left for several months before work could commence on these engines.

With the start of November 2013 arriving the engines were uncovered and brought into the shed. There both engines were dismantled and examined

extensively by myself and my grandfather. On completion

of the examination it was found that one of the engines was in a much better state of repair than the other. Therefore the restoration continued on the better engine whilst the other was put on the 'back burner' to locate spares.

Through the coming months the better engine was re assembled/ repaired and brought back into life which proved to be a problematic experience in it self. After extensive running a steerable trolley and a coolant tank was made and the engine was prepared for painting. (A laborious job even with the help of a keen grandfather) Once the engine was stripped back to its bare metal the priming and rubbing down process started which continued for several days. Once satisfactory, the final top coats were applied and engine was then mounted to its trolley and plumbed to its coolant tank.

With the restoration complete the engine was then taken to its first ever rally at Stradsett Park in May 2014 where it won 'The Jack Beeken Cup for Best Stationary Engine.' *Shane*



The completed restoration right: Shane was selected to receive a 'Special Award' at Burghley Game Show with his restored 1948 Ruston Hornsby 2 V T H Diesel no: S518849, one of the pair purchased from Mr Askew, formally of Askew & Sons Ltd Marshland Smeeth, near Wisbech. The engines were originally used on a pea plant to drive the generator with one being the back-up.

It was in the 2007 December issue of Vintage Torque (see picture below) that I wrote an article about Shane beginning from the year 2000 when he was just 8 years old and had emptied his money box to buy a Lister D. Under the guidance of his Granddad, Jimmy and his Uncle Fred, Shane has maintained his interest and, with Granddad Jimmy, has continued to buy and restore stationary engines, learning much in the process. Viv



Taken from the Vintage Torque December 2007



**Shane Marrows wins
Best Engine in the Junior Section with
his 1945 Lister Start-o-Matic.**
Full story on pages 2 and 3

Right: Malcolm Bush and 'guess who' at Sandringham Flower Show, collecting for Tapping House Hospice. Clue: he's a 'Friend of Stradsett' Answer in December Vintage Torque.

Below: Andrew Bennet's first ploughing attempt at Weeting, I just had to use it for this advert! Viv



**August 30th & 31st
NVTEC-EA GROUP
WORKING WEEKEND
at Oak Farm Stradsett.
£5 per day donation for
St Mary's Church, Stradsett.
Contact
Malcolm Mycock 01366 500250
email: caramal52@yahoo.co.uk**

Downham Market Festival

The 40th Downham Market Festival was held on Monday 26th May (Bank Holiday). We entered five tractors from our club, meeting at Haygates Mill. I was the first to arrive, followed by Newman Smith and Denzel Mayers. Next to arrive were Keith Gore and Chris Deeble. This year was to be the biggest parade with 14 floats, a steel band and the Downham Marquettes with other different groups as well and had a Caribbean theme. Once again we started at Haygates, this year at 10.45am, travelling through the town to the Howdale where a host of attractions were laid on for families.

Great weather, great fun and a great time was had by all. David Askew

The Sun has got his Hat on for Hockwold Country Fair 2014!

Sunday 1st June saw me up bright and early with camera in tow, roped in to helping mum with stewarding and what a beautiful day it turned out to be! Although a lot smaller than some shows there was plenty on show and some familiar faces. It was most definitely enjoyed by all the exhibitors, stewards, traders and public with the organisers receiving some good feedback.

There was a parade of vintage motorcycles followed by the classic cars, Seen to the right is Gavin Chapman Parading his Honda Express Deluxe complete with dog in basket!



We also saw Keith Gore who has his vintage Ford on show enjoying the sun.

There was a small display of vintage tractors on show, with a variety of makes and models on display. There was also a selection of implements. Jim Mayer had his Ferguson TEF 20 with a nice example of a Ferguson P type potato planter.

Vinnie Baker had a very nice example of an Nuffield 4/65 pictured right and Daniel Mycock had his re-

stored Allis Chalmers model B on show looking good in the sunshine.

All in all it was an excellent day out and with the sun on our side made it a very worth while visiting show presenting value for money. Cars, Motorcycles, Tractors, Lorries, Horticultural Machines, Steam Engines, Birds of Prey and lots of supporting ring events made the day. On a final note I have purchased a 1939 Allis Chalmers Model B and look forward to seeing many of you at next years' shows and road runs.

Editor: Thank you Andrew for your article and we shall look forward to seeing you too! By Andrew Bennet



Huge Success At Weeting Steam Engine Rally & Country Fair 2014

Friday 18th to Sunday 20th July was time for our annual trip to Weeting and with the weather on our side it made it a huge success. It was a special rally as it was the first outing for me and my first tractor. With over 120 tractors on show there was a long line for spectators to endure but their comments proved that they enjoyed seeing them all in different conditions. It was also lovely to meet lots of different faces which made it such an enjoyable weekend along the tractor line.

The rally was a huge success with lots to see and do which took time to see it all and its a credit to Wendy & her team. From commercials, cars and motorcycles to steam engines and fire engines it kept people busy trying to see it all.

After taking part in 2 ring parades each day, on Sunday night when it had quietened down a little bit, my dad, John, gave me the chance to have a go at ploughing behind my model B Allis Chalmers. After a jumpy and nervy start under the watchful eye of the family to make it even more nervy, away I went and I have to say I really enjoyed it! A bit wonky but a good start and hope to be able to continue it at the

working weekend.

After the 'rally reality' hit it was time to pack up for another year but I will end by saying again how fantastic and successful they ran and managed the show and look forward to next years show! I now look forward to the working weekend at Stradsett in August.

Andrew Bennett

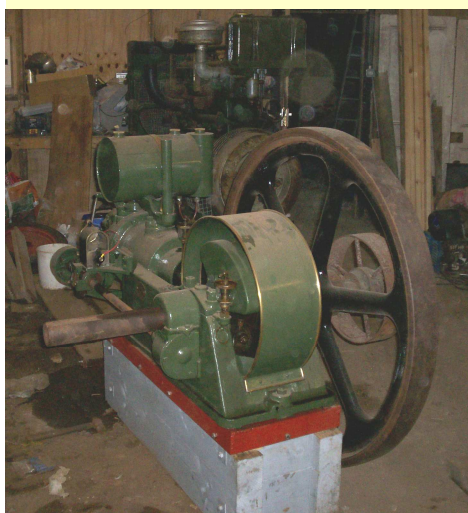


Above: Neville Alderton won the Shield for the Best 1950's International with his 1956 International V250 that he restored. Picture by Malcolm Bush

The Restoration of a 1927 Ruston Hornsby 10hp

As told by Chris Martins.

Whilst exhibiting at Sandringham news came of the death of a friend's father in Reading. He had a large workshop with the usual bits and pieces but also, in the garden, under much undergrowth was a large stationary engine that had been there for 15 to 20 years. It was in pieces but with some effort everything was retrieved. This involved a 2 hour struggle of moving the main part of the engine onto a pallet, approximately 1 ton of it, and dragging it over the grass to load onto a trailer. The engine



turned out to be a 1927 Ruston Hornsby 10hp that had been used to generate electricity in a big house. Once at home in my workshop I found that, luckily, the engine was well greased so a general clean up was all that was needed before reassembly. I also found that due to working in a hard water area there was a build up of lime scale which must have caused 'hot spots' but a soak in lime scale re-

mover solved this problem. New nuts were bought for the head and 2 new glass oilers were made at Langham Glass

company. Then came the moment of truth, the first starting up of the engine. This 'got a bit exciting' says Chris. The engine was on a block 4 foot long by 16 inches wide and set up to revs to generate electricity! After some adjustment I slowed it down to run nicely. The next issue is....how to transport it to rallies?? I hope to have solved this for our next Stradsett Park Vintage Rally.

Ed: phew, what a job Chris and I hope to see it next May at Stradsett. Shall I bring a duster??



Root and Vandervoort Engine.

By Ricky Kemp

Editor: Ricky has had several successes with this engine at shows including winning the Thompson Trophy at Stradsett 2014 and a win at the Eastern Counties Show so I asked him to write some details about it. Thank you Ricky for your response. Viv



Since I started restoring engines I've always wanted to own a small R & V Engine and when one came up for sale, I jumped at the chance of buying it. When I got it home the first thing I did was give it a good run. As it ran with no problems the next step was to give it a new paint job and make a new trolley for it, which I did in the winter. The engine details: it is a Root and Vandervoort Triumph Line R Series, built in East Moline, Illinois USA Year 1914. This Engine is a 1 HP, 500 RPM, it has a wizard type 2T Magneto. This Engine is the rarer of the two models, the other being an L series. This Engine was used for pumping out bore holes in the USA. *Ricky Kemp*

Editor

It's early August and as we drove home from the horses today the fields of wheat at St Germans were being harvested by three combines trying to beat the heavy rain forecast for that evening. Our Henry, being a farmer, is busy too and sends apologies for the absence of his 'Chairman's Chat.'

What a glorious summer it's been with happy faces out on the rally fields and bumper crops of home grown veg that have kept Ted and I busy. I've never seen so many Swallows and Martins at the livery yard either but now everything seems to be past its best and I wonder if we will have an early autumn. I've been rushing to get this newsletter out in time to remind everyone about our Working Weekend at the end of the month, *see below*, where I'll be out with my camera again.

I am so very pleased to get a good response to my plea in the June Vintage Torque for more articles about stationary engines, so a big 'thank you' to those who contributed. Also it is great to know that there are some 'younger ones' who are getting involved in the club and even someone who has asked to join the committee!!

In this year, our club's 40th, things have gone well and the future for the club is looking good. As a committee we do, however, need to keep on our toes as the wind brings

changes that need adapting to. Enjoy what you do 'Vintage-wise' and encourage others with your enthusiasm and let me know by sending me pictures and write-ups or call me for a chat! Please. It all makes interesting reading for others.

In searching through past copies of Vintage Torque to complete the article about Shane I have just discovered that I have been editor for 10 years now and it was May 2006 that we chose the name Vintage Torque. Time goes so quickly! Soon it will be 2015 and maybe you would like a club calendar, now being put together. They will be available in December. Viv

Club Clothing

You can place your order at the Winter Meetings or telephone Viv 01553 617653 and arrange delivery.

Black Baseball Caps £6 in stock: Polo Shirts, short and long sleeves and Sweat Shirts in various colours to order: Overalls, zip or stud fastenings: Padded Body Warmers; Fleece Gilets; Fleece Jackets: Shower proof fleece lined Jackets.

NB. If there is a particular item you want please ask and I can make inquiries for you at the wholesalers. Viv



Diary Dates

NVTEC-EA Group Working Weekend, August 30/31st at Oak Farm, Stradsett. £5 entry per day contact Malcolm Mycock 01366 500250

Haddenham Steam Rally September 6/7th contact Mrs Ruth Young 01487 841922

Sandringham Game & Country Show September 13/14th contact Clive Richardson 01945 860224 mob: 07789266423

Pensthorpe Vintage Fayre 4/5th October. Stationary Engines, Model Steam Engines, Classic Cars, etc contact Graham or Sharon Turner 01692671793

Tracks & Steel Wheels Charity Ploughing Sunday 12th October 10.30am Holt Road, North Elmham, In aid of the Big C Centre. Contact Neville Shippe 07881805368

Friends of Ferguson Heritage, Norfolk & Isle of Ely Group weekend break 4th-7th June 2015 staying at the Duke of Cornwall Hotel, Plymouth for 3 nights. Visits to Royal Navy Fleet Air Arms Museum £10, Cheddar Gorge £15, Eden Project £16, Mike Thorne Coldridge Collection, donation £5. These are group booking prices. Cost of weekend including bed, breakfast and evening meal £220. If you wish to visit all the places, inclusive cost is £266. 50% non returnable deposit on booking. Contact Roger Thulbourne 01366377464

11th Newark Vintage Tractor Show November 8/9th Major Theme Display Massey Ferguson For NVTEC-EA Stand contact Gordon Carson 01945 880091 mob:07860658767

Junior Club

An ideal Christmas/Birthday present for the young tractor/engine enthusiast, particularly for up to 12 years of age, includes:



- junior baseball cap with club logo,
- a Stradsett pin badge
- the quarterly Vintage Torque.
- Happy Birthday Wishes in the newsletter
- Special invitation for a supervised sit on a tractor at Stradsett Rally plus photograph in the newsletter

Contact Viv to arrange this special present for a young person. Telephone: 01553 617653 or email: kalif1@btopenworld.com

To renew your Junior Club Membership for another year send your renewal fee to me. When it is time you will find notification and details in your final issue of Vintage Torque.

Happy Birthday Wishes

to Junior Club members:

Finley Creasey who will be 5 years old on September 6th,
Freddie Withers who will be 5 years old on November 14th,
Nikoli Sparkes who will be 9 years old on September 10th



Notification of the Annual General Meeting of the National Vintage Tractor and Engine Club

East Anglia Group

It will take place on Thursday November 20th 2014
7.30pm at Ryston Park Golf Club

Proposed Agenda

1. Apologies for absence
 2. Adopt Minutes of the A.G.M. held on Nov. 21st 2013
 3. Matters arising from the minutes of AGM 2013
 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 Organiser |
| Safety Officer | Newsletter Editor |
| Publicity Officer | 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 2014**

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 16th: The Easton Collection with Gordon Easton

November 20th: AGM and Cheque Presentations

December 18th: Life in an 18th Century Gaol with Mike Wabe

January 15th: A Victorian Farming year with Stephen Pope

February 19th: Wild Life Photography with Steve Durrant

March 19th: Towing and Trailer Safety with Charles Hewson

If you have any ideas for speakers please contact Ian Long.
Contact details in next column.

Hi Everyone

Well by the time you get this magazine the best of the summer will have gone and the ploughing matches and weekends will be here, go and enjoy them.



We start the winter meetings in October, see information above. They are held on the 3rd Thursday at Ryston Golf club 7.30pm start time so please come and join in and bring your friends too. 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

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Chris

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

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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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And for people to follow us on Twitter they
can go to

[@StradsettRally-nvtec-ea.org.uk](https://twitter.com/StradsettRally-nvtec-ea.org.uk)



Summer Visit to West Tofts

Peter Thorpe arranged a visit for club members and friends on Tuesday May 20th to the Stanford Training Area, originally known as Stanford Battle Area. The area forms part of the distinctive Breckland landscape region, covering some 30,000 acres, a gorse-covered sandy heath which offers poor agricultural opportunities. It was established as a battle training area in 1942 taking over the villages of Buckenham Tofts, Langford, Stanford, Sturston, Tottington and West Tofts. A 'Nazi village' was established and the area was used in the run-up to the D-Day invasion. In 2009 a 12.5 acre village replicating its Afghan equivalent was added to the Battle Area for the training of troops deployed in support of war in Afghanistan. The site, built at a cost of £14million is state of the art and manned by Afghan nationals, ex-Gurkha soldiers and amputee actors who simulate the Afghan National Army, locals and wounded soldiers. The village includes houses, a market and a mosque. It also features a system that pumps out smells like rotten meat and sewage.

The battle area includes four historic churches with one at a newly constructed village, Eastmere, being built to give soldiers experience of fighting on the northern European plains. There is a short landing strip for Harrier aircraft.

As a live firing area, access is not allowed without special permission from the army and is limited to a number of tours a year and compassionate grounds for former residents of the villages or their relatives. The area was used in the filming of many of the episodes of 'Dad's Army.'

Information extracted from Wikipedia. Viv



Judy at the red flag which denotes that operations are under way! Oops! The coach had to re-route.

Woolpit Steam Rally

31st May and June 1st Woolpit Steam Rally has been going for some 25 years but until this year I had never visited or exhibited at this show. We thought this year we would try to do some different rallies so we booked in the 1919 friction drive Heider Model D 9-16. This is a very rare tractor in Europe and what makes the Heider unique is that the complete engine and radiator moves back and forth to vary the speed. This means the further back you slide the engine the smaller the revolutions of the flywheel to the drive plates the faster you go. This tractor was marketed as the practical tractor for small or medium sized farms. We arrived at the show about 4:30pm on Friday evening and were made very welcome by all. Our good friends the West's from Canterbury had saved us a space next to them so we were soon all set up. Saturday morning brought beautiful sunshine (well it was Woolpit) so we went to look around the rare tractors on display. There was a superb variety of early tractors including Roger Desborough with his 1921 British Wallis, Gerald Gregory with his 11-22 1918 Sawyer Massey, James Coward brought his 1919 Scemia U20, the West's took their 1919 English Austin, their 1919 International Junior and their 1919 Hart Parr and that is just a few of the early ones. There was also a good display of cars, motorcycles and stationary engines. Sunday brought yet another hot and sunny day with the prize giving being at around 3:20pm. We won 'Best Tractor' with the Heider and one of our club members Ricky Kemp won with his Ruston Hornsby stationary engine driving a Kibbling Mill. Both days brought the public out very well and I believe they had a record attendance. All in all it was a fantastic weekend so thanks to all who were involved for making a great week end away. *Gordon Carson*

