



Editor Viv Gray

VINTAGE TORQUE

September

2015

Junior Club Member Harry Rayner

Enjoying the Visit to Gordon Easton's Collection

**John Deere Collection
at Holkham Country Fair
with Malcolm Bush**



**Hockwold
Country Show
with Judy Webb**



**Darren Tebbitt won 'Best John Deere'
with his model D at Carrington**



At Burghley Game Show

Cummins Generator Technology apprentices show the results of their first year project of the renovation of a 1957 Ransomes MG6.

Carrington 2015 100 Years of International Harvester

Carrington rally has been going now for some 56 years and is one of the longest running rallies around. Unfortunately they are not always blessed with the best weather. In fact Malcolm Robinson and his dedicated team are unlucky to say the least. However, this year it was a lovely day for setting up on the Saturday. When I was told this year's main theme was to be International Harvester my brain soon got going. I contacted the West family, our good friends from Canterbury, who have a 1917 Titan 10-20, 1919 8-16 Junior and a 1936 10-20 all in the dark grey. Me and Bryan have the 1916 Titan 10-20, 1921 8-16 Junior and the 1929 10-20 all in the light grey. Then Mick Patrick has a 1916 8-16 Junior with the Maddison Kip engine in the light green so I thought what a display this will make. As always that was just the beginning because Mick also has a 1914 Mogul 12-25 which was part of the late Bob Dockeray Collection and the West's Titan and our Junior all formed part of the same collection so it was good to see them all reunited. Mick then agreed to bring his 1916 Titan Flaming Four and 4186 both of which had a lot of interest over the weekend. Matthew Hoy agreed to bring his 1964 B414 which is fully restored so we decided to take our 1961 White wheeled B275 fitted with an International finger mower built in Sweden. This mower and tractor worked their whole lives together on a small holding at Walpole St Peter in Norfolk. Mr Savage also brought his 1959 red wheeled B275 along which I must say looked in much better condition than ours. Terry Myhill came all the way from East Dereham with a tractor and low loader bringing a 1970 International 634 and a 1967 TD8 Crawler for Malcolm Bush. David Mycock displayed his 1948 Farmall Model M petrol/TVO fitted with a front loader and running very well. Last but not least was a very well-known club member, Darren Tebbit, from Haddenham with his superb looking John Deere Model D Just to add to the International theme we took along a 1924 Model M stationary engine and Mick Patrick brought a very nice Mogul and Titan engine. Everybody surprised me by all being on the club stand Saturday but I think, as always, the club members have done us and Carrington very proud. Thank you all for your support.

Sunday morning brought some lovely sunshine so I was out from 7:00am un-sheeting etc ready for a good day. The parade of feature tractors for 100 years of International Harvesters was due to start at 11:30am so we all got the old petrol/TVO tractors started ready and in good old Carrington fashion the rain started coming down. Luckily it soon cleared and didn't come back so we had a great day. The Sunday evening was the trophy presentation so we thought we would go along but with no real hope of winning with the vast array of 350 superb tractors on site. However, much to my surprise me and Bryan won 'Best Tractor 1910 – 1925' with the 1921 International 8-16 Junior. Grace must have been looking down on us, I was thrilled. Then Matthew Hoy won 'Best NVTEC Member' with his 1964 B414 which was fantastic with the amount of tractors on site, what an achievement. We knew we wouldn't be able to do anything with him for the rest of the rally. Matthew's tractor hadn't even been built when this rally was started 56 years ago and now it's winning at a vintage show. It just puts it into perspective just how long this show has been going. Darren Tebbit then won 'Best John Deere' with his Model D which looked and sounded great. The East Anglian Group was doing very well. There were many other club members at the show. All club members are always welcome to exhibit on the club stand at any event we go to. I think everybody had a great weekend and I must thank Malcolm Robinson Gordon



Summer Visit to Gordon Easton's Collection

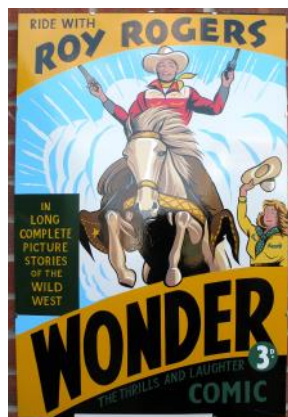
On 10th June our summer visit was to see the Gordon Easton Collection and what a collection! Gordon Easton took us on a guided tour booked for 5:00pm. Before the tour even got started I had learnt something. In Gordon's greenhouse he has an old steel pair of steps of which we have an identical pair. I've never seen another pair before and Gordon told us that they were used for refuelling Spitfires in The Second World War. I bought mine from John Burgess just down the road from Gordon for £5.00 when I was about 13 years old and they are still used each year when Bryan does the hedge cutting. I grew up just down the road from Gordon's and his land was all around where I lived so I have known him for over 40 years.

Gordon gave us an introductory speech and a bit of health and safety, However he was standing on an upside down bin with a bit of wood at the time which was ironic. We then got started looking around and there seemed to be no boundary for what Gordon collects. Most collectors seem to stick to a certain type of thing such as tractors and implement or cars for example but Gordon collects anything and everything from the past. He informed us he had been collecting for over 25 years and we quite believed him but even then I think he would have had to collect something almost every day of his life. It was just amazing and a credit to him and his late wife Pam who clearly supported and helped him on the way. Some of the exhibits were Gordon's father's from their early farming days. Although I am a keen vintage tractor man I do have quite a passion for the old commercial vehicles. It was great to see Gordon's 1924 Model T Ford Truck which once belonged to the late Derek Salter and his 1936 Morris Commercial, reg JT 537 which was fantastic. We wandered through shed after shed looking at tractors such as Ferguson Brown, Ford, Marshall, International, John Deere, Case, Oliver and much more. There were Ransome crawlers, stationary engines, hand tools and ex-military exhibits including a jeep used in Saving Private Ryan which took Gordon 20 years to buy. All that is truly amazing but the real vision comes with things like the general stores with a post box outside and a Pashley bike used in Coates to deliver the mail. The general stores and other displays are set up as shops/rooms and are simply brilliant. With the old music playing just to top it all off, it's like stepping back in time. If you get the chance some time to go.....TAKE IT.

We had a very good club attendance for the evening and our chairman Henry Howlett thanked Gordon for a great evening and his hospitality. I would also like to thank Gordon for a superb evening.
Gordon Carson



Those were the days



Burghley Game Show

After Stradsett it was head down to get the June Vintage Torque completed along with the Stradsett Supplement. Apologies to the commercial winner, I just couldn't find your vehicle on Monday but I did find all the other winners, and also apologies to anyone else who was disappointed not to be included. So, knowing that my job was done and had gone to the printers, the weekend at Burghley Game Show was a time to relax and unwind. Clive and Julie once again organised the engine line and this year 2 tractors were included. One, owned by Peter Hardy, is a 1962 Fordson Super Major, a prototype of the New Performance of which only 450 were made. It has pneumatic governors on the fuel pump, giving 46hp. Peter also told me that the earlier 1957-60 models had white wheels and grey mudguards.

Well displayed with a pictorial account of the work undertaken to restore it was a 1957 Ransomes MG6. This tractor is owned by the Burghley Estate and was languishing in a shed, seized up and rusting until it was handed to seven apprentices at the Cummins Generator Technology as a first year project in a four year apprenticeship. Karl, Jake, Perry, Lewis, Dan, John and Jack went on a big learning curve over the course of seven months obtaining manuals from the internet, making and acquiring new parts as they completely stripped out, rebuilt and restored the Ransomes. As a request from the Burghley Estate they also designed and made an attachment for dragging logs. It is thought that the tractor will be used on the estate as part of a 'Land for Schools' project. The apprentices are rightly proud of their achievement in which they learnt many new practical and technical skills such as the difference between modern and old technology, metric and imperial measurements and leaded and unleaded fuels. Their display was well presented with many photographs showing the progress that was made. Well done lads!

It made a change for me to be on the other end of the camera as Ted's petrol can display was selected by a member of the public to receive the trophy for Best Display. The 2nd trophy was awarded to Mike Wilkin of Deeping St James with his 1930 Blackstone 5hp. It is believed that this engine spent its life in a wood yard near Devizes before being acquired for preservation by John Kyte. It has an enclosed crank vertical engine, not as collectible as the open crank, but has played an important role in engine development of that era. The 3rd trophy was awarded to a 1929 John Deere Model E 1.5hp owned by Cliff Smith. This engine was generally used on farms to drive the various machines, water pumps, milking machines etc. before electricity was connected. Clive and Julie provided the trophies and once again gave everyone a lovely welcome making a really pleasurable long weekend. Viv



The apprentices on their display stand at the show received much attention on both days.



Stationary Engines at Burghley Game Show



Left: Michael Atkin with his 1914 International Harvester Tom Thumb 1hp fitted with optional slow speed pulley for driving a cream separator.

Geoff Lawson's 1927 Petter Universal M Type 1.5 hp

John Bailey's 1940 Wolseley 1.5hp driving a Turner mill corn grinder.

Top right: John Woodhead's 1931 Blackstone 2.5hp that once worked on a farm in North Lincs driving a Goulds water pump.

Owned and restored by C Petty a 1924 Acorn Top Petter 1.5hp running a Bamford pump



Centre: Dennis Andrew's 1917 Ingeco Type W 3hp owned for 6 years. It was in an old building in Grantham and he received it in payment for helping to clear a shed out. It took 1 year to restore with new parts being made. See picture of unrestored state.



Eddie and co sorting out a problem?

Junior Club

To All Juniors: I hope you were able to go to see the Gordon Easton's Collection. Sadly I was away on holiday and missed it but I would love to hear about your experience there or of any other vintage events that you have been enjoying during this summer. Email or write to me. See contacts list for my details. If you weren't at Stradsett and didn't receive your 'special gift', then contact me to arrange delivery or pick up.

We are pleased to announce the winners of the Lister D competition, arranged by Graham and Sharon Turner. Congratulations to Lily and Harvey Mitchell-Crook. I'm sure you will both have great fun with your engine and I look forward to hearing all about it. **Viv**



Happy Birthday Wishes

To:

Finley Creasey who will be 6 years old on 6th September
Jayden Gay who was 5 years old on 24th June,
Kian Gay who was 4 years old on 15th August,
Harry Rayner who was 10 years old on 14th July,
Ross Martin who was 14 years old on the 30th June,
Nikoli Sparkes who is 10 years old on the 10th September ,
Silas Hannant who was 7 years old on the 3rd July,
Logan Freear who was 9 years old on the 5th July

Woolpit Steam Rally 30th & 31st May

Woolpit is a well-respected steam rally and can be quite difficult to get in to exhibit at. It's not the biggest rally around but does offer a great day out for the public and a superb weekend for the exhibitors. Last year they gave £17,500.00 to local charities which for the size of the show is just amazing. They clearly have great public support. I was hoping to get there Friday afternoon but the heavy rain kept me away so I left at 5:30am on Saturday and arrived at around 7:00am. The sun was shining and the roads were clear so I had a good run. I soon got parked up and unloaded the 1917 Moline Model C Universal which so far I am struggling to start on my own. Oliver and Austin West gave me a hand and we soon had it running. This two cylinder horizontal engine runs well so I soon changed it over onto TVO and away I went. It ran great so I parked it up on the peg and gave it a clean. The sun was shining and there were already a lot of people about. The Moline Universal is not a very common tractor however there was a 1917 Model B and a 1918 Model D 4 cylinder parked either side of me.

I went for a walk round and there was a good display of stationary engines. Two of which took my eye and I didn't know they were Ivan Smiths from Guyhirn. One was his 1922 Petter M 1.5 hp Junior Series One, engine no. 81. The other was a Peter Handyman Oil Engine; both of which he told me were painted red instead of green as a cheaper model against the competition. There were countless great looking engines all running beautifully with some working pumps etc. The show offers steam engines, commercial and military vehicles, vintage and veteran tractors, vintage cars and motorcycles, veteran and vintage cycles, a Punch and Judy show and dog agility show and a vast array of trade stands and catering facilities. On Saturday entry is £5 per adult and children £2 but on Sunday adults pay £6 and children £2

At 12:00pm on Saturday the odd numbered tractors and horticultural machinery went around the ring and it was great to see Peter Clark back out with his 1956 Porsche Junior after being too unwell to come to Carrington. Also, many of our club members were there displaying their pride and joy. The parade of the pre-1930 tractors was at 2pm so Bryan and I managed to get the Moline started after a bit of a fashion and off I went. This was my first time going round the ring with this tractor and despite my growing experience of driving pre-1930 tractors it didn't go well to say the least. For those of you who haven't been to Woolpit it is on a hill. Going around the ring I was fine until it came to parking in the ring which I and many of the pre-1930 tractors don't really like doing. Anyway, at this point it became very clear that this tractor had no brakes once out of gear which is not fun when on a big hill with a crowd of people around so Chris Leader put one of my chocks under my wheel. Sorted! Or so I thought. Of course the brake it does have is on the engine so having applied this it soon caused the tractor to overheat and stall the engine. How embarrassing; I ran back to my lorry for some straps and Austin West offered to pull me out with their 1919 International Junior. All seemed fine of course until we removed the chock from the wheel, allowing the tractor to roll into the back of the Junior which was such a school boy error! Austin and I are both very experienced yet made such a silly mistake so please all be careful not to be complacent. Fortunately no damage was done, at least not to the tractors anyway but our pride was certainly dented. We safely managed to pull it back to its peg but couldn't re-start it so the best thing to do was walk away and leave it. I managed to miss the 3pm parade of tractors so I hoped to catch them Sunday.

Sunday morning we woke to grey sky, a good breeze and steady rain until about 10am then there were just a few showers. The theme this year was Barford and Perkins Motor Rollers and what a

display with Mr W Dickens from Wellingborough stating his 1905 Barford and Perkins Model C is the oldest roller in the world. Despite the rain most parades went ahead; however the public must have checked the forecast for the weekend because it was very busy Saturday but just steady on Sunday. The prize giving was at 3:20pm and Roger Desborough won 'Best Tractor' with his Lanz Bulldog. This tractor was manufactured by Heinrich Lanz AG in Mannheim, Baden-Württemberg, Germany. Production started in 1921 and continued up until 1960 making it one of Germany's most popular tractors with over 220,000 Bulldogs being produced. The Bulldog was simple and easy to maintain with a single cylinder, horizontal, two stroke hot bulb engine which could burn a variety of low grade fuels. Initially the engine was a 6.3L, 12hp unit increasing to 10.3L and 55hp. The engine runs at 650rpm (max rated speed) but is very high geared to allow such low rpm. Bulldogs were also produced in Spain by Lanz Iberica S.A. near Madrid and over 17,000 were built between 1956 and 1963. continued next page



The Lanz Bulldog Traffic started production in 1935, this road going tractor had 6 forward and 2 reverse gears with a top speed of 25mph (40kph). The machine on display was purchased from Kuipers & Zn, Haabrinksweg in Holland approximately 10 years ago in a fully reconditioned state.

Another old tractor that caught my eye was William Engelmann's 1921 Renault H1 Crawler which he brought to Stradsett for me but I did not get to see it go round the ring which was a shame. H1 Crawlers were exported to such diverse places as Russia, Australia and New Zealand. Following trials by the military authorities in December 1921 the H1 was approved for inclusion in a scheme whereby owners of these tractors received an incentive to allow their machines to be requisitioned for French military purposes if necessary. As a result the army had a guaranteed supply of tractors at their disposal but didn't need to purchase or store the tractors themselves. A total of 610 H1 Crawlers were built between 1920 and 1928. It was no. D48 and chassis no. 99614 and it certainly looked a bit different. Thanks to all involved for putting on a great show I look forward to 2016. *Gordon Carson*



Lanz Bulldogs in Germany

On a recent visit to Germany to visit Weeze the twin town of Watton we spied some vintage tractors driving around the town. Our German friends in the twinning Association soon ascertained that over the weekend there was a tractor rally nearby.



Naturally we arranged a visit, not quite sure what we would find, and to our surprise we found a very large gathering of about 250 tractors on display with a working area and a tractor pull. Apparently this meeting takes place every two years over Whitsun weekend the next being 2017. We have never seen so many Lanz Bulldog's in one place I counted over 50..



It was a memorable experience to hear so many Bulldog's "bumping" away and at times hard on the ears! The beer tent was well patronised where my wife commented that tractor people look the same the world over! *Nigel Litherland*

Downham Market Carnival

The Downham Market Carnival was held on Monday 25 May (Bank Holiday). The theme was 'Back to the Future'. Some of us dressed up, as you can see in the photograph. This year the club entered seven tractors. Again it was a very big parade with tractors, classic cars, motorcycles, floats etc, starting at Haygates Mill at 12 noon travelling through the town where a huge crowd of people lined the streets down to the Howdale, which lasted for about 3/4 hour. There was a variety of attractions laid on. Newman Smith won the shield for the best classic tractor with his Massey Ferguson 1200 which he was very pleased about. He was even more pleased when he had his photograph taken with the Carnival Queen - big grin!! All in all it was again a very good day out. *David Askew*

Long Melford

For the third time I exhibited at this rally that has suffered from a variety of indifferent weather conditions previously. This year was no exception, a bright and very warm first day followed by a wet and cold second day. The rally enjoyed a fair turnout of public but was clearly affected by the poor weather on Sunday. Overall there was a pleasing turnout of exhibits although a smaller number of trade stands. The rally is well controlled with very helpful stewards. There were tractors, cars and commercial vehicles aplenty together with very impressive steam line up. The engines were placed within pens for the first time that was not popular with many exhibitors particularly given the weather conditions. Given the vast space available for the event I was surprised that it was found necessary to enclose the engines within a confined area. I feel this should be addressed next year.



There were two display rings providing a variety of attractions including a dog agility show, a variety of parades and a fire and rescue demonstration in addition a kite club flew many colourful kites adding a background to the skyline. *Ted Gray*

Below: 1934 Lyon Norman T300 Generator charging 50-7- volts owned by Keith Bullen, Sudbury. left: 1940 2 saw owned by Martin Ryon, Colchester



Wiltshire Steam & Vintage Rally



Ted and I along with our 2 dogs and also our young cat (!) went to the rolling chalk downs of Wiltshire for our recent holiday. We stayed at a camp site in the beautiful Savernake Forest that consists of 2750 acres of mainly broadleaf trees, oak, beech and sweet chestnut, many of which date back to medieval times and have been given names such as Old Paunchy, Queen Oak, Great Beech and the Cathedral Oak shown on the left to name a few.

Whist out and about we saw an advert for the Wiltshire Steam & Vintage Rally to be held at Rainscombe Park near to where we were staying so, of course we went along. It was their 40th anniversary and the setting gave plenty of room for all the usual displays and exhibits. It wasn't long before we found a fellow NVTEC member Martin White with his 1914 Tasker traction engine that he's owned for 2 years. He also has several tractors, the first of which, a Fordson Standard, he bought for £150 with the proceeds from his paper round when he was 14 years old. Martin is very familiar with our East Anglia club through the articles in Vaporising!



Amongst the classic cars this land speed car stood out. It is a 1905 6 cylinder Fiat Sotto Frascini Model V6, the engine came from an Italian air ship, rated 250hp. It came from the collection of Mr Gar Wood who was the American equivalent of Malcolm Campbell and had not run since 1921. It's speed is limited to 120mph due to drive train ratios. It has a 45 gallon copper fuel tank and it has cable operated rear brakes only.



Further on we came upon 2 teams of students from Wiltshire college, each with a Ferguson T20 which they took to pieces. They competed against each other to rebuild their tractor and start it up, which the winning team completed in 6 minutes 17 seconds. The rebuild is carefully inspected and any loose nuts give a 5 second penalty John Dixon and fellow lecturer Michael O'Sullivan enter the students into national competitions which have taken them to Ireland.



Passing rows of bygones, including a good display of blow lamps that Trevor Bold has been collecting for 25 years and an intriguing collection of rural tools owned by Ted Neal we went on to see the tractors and the ploughing. Tony Macey is shown with his 1940 original Fordson that he's owned for about 20 years. Along the engine line we came upon W. Bevan with his 1934 5hp Ruston Hornsby that he's owned for 12 years and has mounted it on a 1983 Bedford lorry for ease of transport. This engine worked double shifts (16 hours a day) in Hornton Saw Mill cutting wood all through WW2. Next along was a 1937 Blackstone BPV 10hp owned by Oliver Whitehead. We retraced our steps as the miniature steamers were making their way to the ring. This 4" scale Fowler Showmans Engine, named Lady Irene was built in 1999 and owned by Wendy & Cecil Rowan, a little beauty!



Although clouds threatened us with rain none materialised and we had a very enjoyable 'vintage' day out. Viv



St Botolph's Vintage Tractor Road Run

The weather held fine for this annual tractor road run, with 25 setting out from Manor Farm Grimston, lead by Roger Coe with his Case 500 and converted tumbrel-trailer. For those who awaited their return there was plenty to amuse them with Peter Copeman's 'Hermit' standing stately by, many craft and bygone stalls and food on sale including a hog roast and strawberries and cream making a very pleasant afternoon out for families.

The proceeds of £4,000 go to the St Botolph's Church Restoration fund.



Just returned at the end of the run, Philip Freeman with his Allis Chalmers and his son Martin with his Fordson Major, and below, Alan Whiteman with his International B275 and Malcolm Bush with his daughter's late husband's Nuffield 460. Right: Roger Coe with his 1948 Case



Barry Ayres with his 1935 Allis Chalmers and Neil Ayres with his 1948 Allis Chalmers made a round trip of 65 miles, travelling from Methwold to take part in the road run.



John Stilgoe and his International B275 with his dog Ben behind.



Owen Medlock with part of his collection of obscure tools that can challenge your knowledge of their use.



The 1901 'Hermit' has been with Peter Copeman for the last 3 years of its life and it has been quite a life! From its beginning with Marshall's, Gainsborough it went to Scotland where it was used for thrashing on a farm. Then came WW1 and it was commandeered to help in France pulling guns and ammunition. Being smaller than some it was lucky to escape being scrapped at the end of the war and was brought back to Devon where the county council converted it to be a road roller. Eventually being made redundant it was bought and converted back to how it is now. Peter is rightly proud of its strength as he told about pulling 2 engines simultaneously off the field at Scrimshaw. That's mighty powerful! Viv

Hockwold Country Fair

I was asked by Judy Webb to attend the annual Hockwold Country Fair which is held in Hockwold, Near Thetford. This event has been going for about 13 years and now has a committee of only 4 people with Judy and her sister Ros dealing with the vintage section. Despite being a small country fair it is very well attended and has a full arena display from 11am to 5pm. There is something for everybody including vintage cars, motorcycles, commercials, ex-military, horticultural, stationary engines, miniature and full size steam engines, trade stands, catering, a children's area and of course vintage tractors. Mick Patrick didn't attend in person but Dave Buttress brought two very interesting crawlers on his behalf. The first was a Cletrac fitted with an Allis Chalmers combine unit. This 3 speed, hand clutch, petrol/ TVO crawler certainly stood out from the crowd. The second was a Fowler FD2 built by John Fowler and Co in Leeds, England. It had a 4 cylinder diesel engine and was a crank start. The show was well supported by NVTEC-EA members and we took along the 1959 straight petrol Ford Workmaster 641. At 1pm The Busybodies Stage School from East Dereham put on a dance display and all the dancers were aged from just 5 to 16. The tractor parades were at 11:30am and 4:00pm. The public supported the show well considering the weather was a bit overcast with the odd shower or two. This is a great village show and a credit to those who organise and support it so well done to all. *Gordon Carson*



Above: Allis Chalmers Model B 1942 Wartime steel wheel tractor sent over in component form from Milwaukee, North America, assembled here then allocated to a farm to help with the war effort. Some 8,000 of these utility tractors were built from mid 1942 to end of 1943. All were fitted with steel wheels due to the shortage of rubber, all had wider mudguards, taller air intake, thicker rear hubs and hand start. A basic tractor to do the work of a horse. This particular tractor stood in a shed for over 40 years in Hockwold where the engine was seized and the tin-work rusty. It underwent a 2 year restoration, running again in 2010. Owned and restored by Mark Bye of Mildenhall, Suffolk.



NVTEC-EA Group members show support for this popular show



Tractor Fest at Newby Hall

On Friday 5th June many of the East Anglia Group travelled the 160 miles from Norfolk to the Tractor Fest organised by the Yorkshire Vintage Association headed by the well-known Richard Sturdy. We arrived about 1:00pm and our pass was for the orange campsite whereas Jim and Mel Wakefield, who were behind us, were going to be in the green site. The gentleman on the gate was very accommodating and allowed us to camp together which was great and nice to see. The sun was shining and they had a completely new layout so we went for a walk round to familiarise ourselves. This year the theme was Massey Harris and Massey Ferguson. In 1891 the merger of the Massey Manufacturing Company of Toronto and the A. Harris, Son and Co Ltd of Brantford, Ontario combined to make the Massey-Harris Company, Canada's largest agricultural equipment company. They went on to build many of the now collectable tractors such as the GP, Challenger, 12-20, Pony and many more.

I took the 1940 Massey-Harris 6 cylinder straight petrol Super 101 twin power. This tractor has a 6 volt electric start and pneumatic tyres so was fairly easy to move about. This was the first time I had ever taken it out and it ran and drove very well. The Massey-Harris display was a bit disappointing with only about 20 on site but the Massey Ferguson was quite impressive. Alan Sale took his grey 1932 Massey-Harris General Purpose 4 x 4 but he hadn't brought it out for over 5 years. Derek Mellor took a superb looking 1936 Massey Harris 25 which is a petrol/TVO tractor with steel wheels. You could certainly see where he had been. This looked and ran very well and is in brilliant condition. A Massey Harris display wouldn't be right without Malcolm Robinson and his 1936 Massey Harris Pacemaker. Also Bob Park came all the way from Marsham, Norfolk with a 1956 Massey-Harris Colt and a 1956 Ferguson Grey Pony.

There were some great old pre-1930 tractors there and several tractors from the eighties which made even me feel old. The John Deere 8430 was one I used to drive for H Melton and Son at Walpole Highway back in the eighties. I even have a picture of my niece and nephew standing in the wheels outside my house. There was a great display of stationary engines with working exhibits with no caravans in sight which was interesting to see. The horticultural display was in the other field with the pre-1930 tractors and had a great selection. Jim and Mel Wakefield took their 1982 T72 Ferrari tractor which has a 14hp single cylinder diesel engine. He also brought his 1961 AJS motorcycle however there wasn't a ring parade for the motorcycles.

The weather was windy on Saturday but there was still a good public turn out. The Sunday was fantastic and heaving with public so well done to the show organisers. We went for a walk round the superb gardens on the Sunday which was very interesting and being with Jim and Mel was quite educational. The ring was a drive through ring and was around a large tree which was unique and a nice touch. Michael Hart was doing the commentary on his own because Colin Holwell was unable to travel up so we wish him well. We had a very good and relaxing weekend so thanks to all involved.

Gordon Carson



Holkham Country Fair

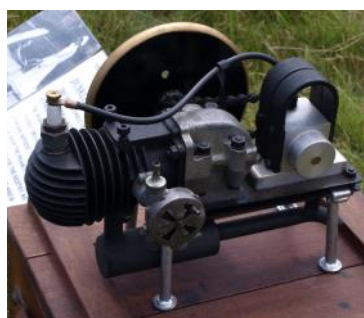
The weather forecast for Friday 24th July and over the Holkham Show weekend was not good and it ran true to the prediction. We set up on Thursday and I returned home to collect the dogs and cat. Friday mid day I arrived on site as the rain began to find several engine and tractor people in situ and the bygones setting out their displays. The rain continued in a steady downpour and I marvelled at the stoicism and support from our exhibitors especially when Alan Futter and Kevin Roye rode in on their respective tractors clad in their waterproof coats. That's dedication, I thought! As the evening advanced the show organisers gave out a severe weather warning for gale force winds and driving rain. Our awning was facing into the wind. Ted pegged and strapped and secured the awning as best he could and we ate our dinner and retired for the night. Oh what a night, one to never forget! The wind was like an angry beast shaking the awning which in turn shook the caravan and rattled the petrol cans on their metal stands. I tried to sleep but at about 2am one of the storm poles crashed down onto the cans and I jumped out of my skin. I opened the window blind and saw the awning leaping off the ground. I called to Ted, 'it's going up', and he rushed out in his pyjamas (not stopping for a coat) and grabbed hold of it just in time. All the pegs including the ones holding the extra strap over the top had been wrenched out of the ground. After double pegging everything and reinstating the strap a bedraggled Ted returned inside. The rest of the night was spent watching as the wind tried to take the awning once more, sleep was impossible. Daylight came revealing collapsed tents and stock casualties and still the rain and wind persisted. Towards afternoon the sky brightened up and visitors arrived but as the wind was still gusting strong those of us with awning displays could not open up. Amazingly in the evening the wind dropped and we were able to sit out and have our dinner. Everyone was looking forward to a good night's sleep so we retired early and slept soundly. Sunday morning, quiet weather, up with the lark and down to Holkham beach to give the dogs a good run, marvellous. Back on site Ted opened up the awning, engines spluttered into life and tractors were uncovered. Over the years I have come to realise what a hardy lot our tractor and engine people are and this weekend reinforced that realisation with only 5 not turning up, most with valid reasons. Organisers just cannot overbook to take into account exhibitors who don't show and the resulting empty spaces do not look good. There were several of these amongst the trade stands which was a pity but I still managed a good bit of shopping. Viv



Graham Turner's 1922 International Harvester M Type 3hp bought in 1995 and restored by Graham. Driving a Band Saw Sharpener.



Barry Burden's 1924 Fairbanks Morse Z Type 'Dishpan' 1.5hp driving a Petter A2 cutaway engine finished to this stage to show the workings of an engine. Left: This small 2 stroke engine powered the Dunkley Pramotor. This unbelievable device was, in effect, a small motor scooter with no front wheel which attached to the rear of any Dunkley Pram. 'Nanny' drove the pram standing astride on footboards. Made in 1922 it was intended for the gentry as prices ranged from 40 to 135 guineas. An enormous price in the 1920's. It was not a success due not only the price but also because motor vehicles were banned from the pavements at that time.



Right: 8 year old Sam Taylor with his Wolseley WD2 8hp and his tool collection being presented with a Special Award for his display by Clive. Below: Gary Pearson with his 1935 Ruston 10PB



Tony Roberts Lister Oil Pump and a drill driven by a Wolseley WD1



We weren't the only ones to lose a night's sleep



Wayne Mitchell's 1951 Case S1 used on a meat packaging plant in USA, restored by Wayne in 2010





Glorious Holkham, what a view!



Nuffield 10/60 driven to Holkham by Kevin Roye

At the rear: 1967 Massey Ferguson 3 cylinder originally from a farm in Peterborough, owned by Peter & Holly Rash since 2014

Clive Richardson's USA 1921 Hercules Hit and Miss 1.5hp. Bought as a box of bits and restored. Holkham was its 2nd time out

Eddie Savoury with his 1945 Lister D that was used to drive a potato shaker. Ed converted it to drive a dynamo for lighting. I must say 'Eddie, well done for attending with your broken foot!



Below: Michael Squires' 1945 Wolseley WD2 driving a Leo Water Pump

Right: Ivan Smith with his 1930 Petter Apple Top 1.5hp



Julie presents Martin Freeman with a Special Award for his Ruston Hornsby ZPR 1.5hp that he's restored and owned for 2 years. Martin has been rallying since he was 7 years old.



Vice-Chair's Chat

Welcome to my first chat as vice chairman. I have been asked to step up to this challenge as Henry has been unwell, so my first words are to wish Henry a speedy recovery on behalf of all the club members.

It seems a long time ago that our own rally at Stradsett was in full swing. What can I say other than wow!!!

What a fantastic weekend it was despite the inclement weather that led to what I am sure the whole week-ends' attendance arriving on the Monday when the sun was shining at its best for us all.

Thanks must be given to Gordon for his excellent organisation and management of the rally, the committee members, 'Friends of Stradsett', all the exhibitors, traders, and last but not least to the public who attended.

Due to the high attendance this led to traffic management and parking issues, which sadly led to a decision having to be made to prevent further public entries to the rally on the Monday. A decision that was not made lightly, and apologies go out to those who arrived, and were unable to get in.

The rally season is well under swing, myself having attended numerous events, some for the first time- including Woolpit which I thoroughly enjoyed and will be there again in 2016.



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

It will take place on Thursday November 19th 2015
7.30pm at Ryston Park Golf Club

Proposed Agenda

1. Apologies for absence
2. Adopt Minutes of the A.G.M. held on Nov. 20th 2014
3. Matters arising from the minutes of AGM 2014
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 2015

Another first was 'Journey through the Ages'. This was held at Palgrave, near Diss. This rally is in its third year and is now establishing itself on the rally calendar, with a wide range of exhibits, side stalls, ring events, tractor pulling, something for all ages. I took the Ford 4000 as part of the Ford and Fordson display and what a great display was put together by this club. The other tractors on show provided a large range of makes and models to compliment the Fords.

It has been good to meet up with friends new and old on the rally fields that I have been on so far. The next club event will be the Working Weekend, to be held at Oak Farm, 5th-6th September.

Lets spread the word and get a good turn out for this event, to continue the fabulous job you as members, non members and friends of friends do in raising money for our nominated charities.

On a personal note, I would like to say thank you to those members/friends who attended Hockwold Country Fair. Sorry I didn't arrange the weather, but none the less I hope you enjoyed your day with us, and will return next year.

Judy

August 1st: Just had a phone call from Henry to say he feels much better, still under going tests but some good news coming through! Viv

Membership Matters

Hi every one

We are now half way through the year and I think we are all wondering have we really had summer? Well it's possible that September will be a warm one. Let's hope it will be then we can enjoy the ploughing matches.

We have had a few of our members pass on, so to their families we send our condolences. We also send our thoughts to all the members that are not well a big cheer of 'get well soon' go out to you!

Please remember if you change address or name send me your new details, (see *Contacts List*) Your magazine will not reach you if I don't know the changes.



Chin



R.I.P. John Mitchell

17th April 1937- 5th July 2015

John was born in Litcham where he lived most of his life. He became interested in tractor renovation when he and his friend Peter Anderson acquired a 1941 Farmall A with a beet hoe. It took 4 years to renovate. Then came a 1964 International 414. He was a member of the NVTEC.EA group for 11 years and enjoyed going to shows, rallies and road runs. He will be sadly missed by his family and friends.

Editor

Once again I would like to thank those people who have contributed to this issue. Please continue to send me your articles and pictures to share with everyone. There are some really good vintage happenings out there so let me know with a phone call, letter or email. I apologise if I do not include a particular item from you, even 16 pages gets filled up these days but I will do my best! The deadline for the December Issue is November 6th. Viv

NVTEC-EA Group Charity Working Weekend

5th & 6th September

Oak Farm, Stradsett

Contact Malcolm Mycock 01366 500250 07974854045

caramel152@yahoo.co.uk

We ask for a £5 charity donation

Camping is available and a tea/burger van on site.



Winter Meetings

Winter Meetings are held at Ryston Park Golf Club along the A10 on the 3rd Thursday of each month from October to March. The talks start at 7.30pm and the bar is open from 7pm for members and their guests.

October 15th: Keith skipper, Norfolk Squit

November 19th: NVTEC-EA Group Annual General Meeting

December 17th: Steve Smith, Zeppelin Raids During the War

January 21st: Dereck Harris, Up the Cut, A Talk About Canals and Drainage

February 19th: Phil Barnes, RAF Methwold.

March 19th: TBA

If you have any suggestions for talks please contact Ian Long 07962026315

New Holland Visit scheduled for November 2015: Owing to the instability at Dover/Calais it has been decided, with regret, to postpone this visit until a later date.

Newark 7th & 8th November **Call for Entries**

Entry forms are now available - simply call on 01636 705796 or download forms from the website. This year we are featuring tractors and equipment from the 1930s and the 1940s so please join us and showcase your vehicle in the Feature Marquee. We are also keen to display a full range of vehicles, pre 1930s, stationary engines, Commercials, Land Rovers, classic cars and motorcycles as well as horticultural equipment in our halls, marquees and outside spaces. *The closing date for entries is **Friday 18 September** and we do urge you to enter before that date in order to be included in the catalogue, allocated a suitable space and of course, for judging.*

NVTEC-EA CLUB STAND

Club stand places are now fully allocated, Any inquiries please contact either Gordon Carson or Matthew Hoy (see Committee Contact list for details)

NVTEC East Anglia Group Contact Details for Officers and Committee 2015

Mr Henry Howlett: Chairman howlettjean@yahoo.co.uk
01945870575 07785915647

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Mrs Vivien Gray: Vintage Torque Editor, Junior Club Organiser, Laurel Bank, School Road, St Germans, King's Lynn PE34 3DR 01553617653
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For more Vintage News and Views of many photographs or to download forms for our club events 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)

Club Clothing



We have several items in stock as follows: Grey Baseball caps £5.75 Black Baseball caps £6, Sweat Shirts green, maroon, navy, dark& light grey £15: Long Sleeve Polo navy, green £15: Short sleeve Polo green, maroon, dark grey £12: Boiler suit, green, studs 40" £17: Long sleeve fleece grey, green £25: Padded Body warmer, olive xxl £18: Lightweight Body warmer medium navy £14. Poplin shirt, grey 16 1/2" collar £15.

Phone Viv to place your order, see contact details in next column. Items not in stock take about 3 weeks to deliver. If you have any other requests for clothing please ask me. Viv

At Holkham Country Fair

You may be more familiar with seeing Malcolm Bush driving his John Deere tractor so this display at Holkham Country Fair was a rare insight to his passion for anything John Deere. On show was just a part of his vast collection which began in the 1970's by searching car boot sales and toy stalls and picking up items ranging from a knife and fork set, *see front page*, biscuit tins, an 8 sided sweet tin showing the dates and progression of the JD logo from 1876 to the present day, a picture frame, a Xmas Tree bauble, bottle holder, ash tray, slippers and T-shirts, apart from the usual J.D models. There is so much more to discover as you view the display which took Malcolm and Joan several hours to prepare and set up. To complete his display he commissioned a banner from Minuteman Press. A marvellous display!



Malcolm relaxes with Jim Heaphie knowing that his display is well prepared for the show visitors.



This unusual Leyland tractor hoe owned by Denzel Mayes and seen here at Weeting Rally (*picture by Malcolm Bush*) is one of only three converted in this way. The front axle was removed, put on a frame at the back, the cab was turned around and a hoe fitted to the front in order to hoe sugar beet and vegetables and to be able to see what you are doing. Amazing!



You may have seen the article in the E.D.P. dated 18th July, 'Unique Historical Collection of Tractors to be Sold. It is not the monetary value, it is the historical value. You can see a progression through the ages.' Oliver Godfrey reported that Paul Rackham has spent 20 years amassing one of the world's foremost collections of vintage and classic tractors. His guiding principal was to acquire the best, the earliest or the rarest models. 175 machines will go under the hammer on September 26th at Camp Farm near Roudham near Thetford. It should be quite an auction!

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

Printed by Minuteman Press, Unit 7, Old Meadow Road, Hardwick Industrial Estate, King's Lynn PE30 4JJ