



Vintage Torque

DECEMBER 2015

Editor Viv Gray

Wishing You a Merry Christmas and a Happy New Year
with Good Health and Great Rallying in 2016

Working Weekend



The sun shone down at Oak Farm, Stradsett for this year's Working Weekend. After the disappointing cancellation of last year due to roadworks, there were smiles all round as people were enjoying honing their ploughing skills. Some were 'first time ploughers' and commented on the help they had received from fellow members and how friendly everyone was. It was good to see younger members taking part and learning skills that could easily become forgotten if not for this kind of opportunity.



Well done to Malcolm and

David Mycock for their organisation. There were 48 entries including 3 stationary engines and 5 horticultural machines. £474.50 was raised.

Left: 18 year old Andrew Pomfret with mum and dad and their tractor, a 1954 President, part of the British Motorboat Company. With a T542 Ransomes plough. Below: David Askew with Roy Grief and his 1941 Cat D2.



Below: Mel Wakefield with her rare Ferrari Diesel T72 and Ian Thompson with his Ferrari plus rotovator

Right: Ashley and Peter Kidd, first time ploughing with their 1941 Fordson that they've owned for 25 years. More overleaf



Working Weekend continued

From left to right: Aaron Smith with his 1949 Ferguson TEA20 that has been passed down through the family from his great granddad who had it from new. Jaqueline Thompson with her Hinomoto Best that was a birthday/Christmas present 2 years ago and a plough made by her husband. James Jacklin with his 1935 Fowler 1 hp running a Bental corn mill (center pic) Peter Alflatt, Bob Larcombe and Mick Jakes putting the world to rights over a Zefor 1966 3011 and 2 furrow no 9 MoTrack plough. Vinney Baker enjoying his 2nd time out ploughing with his 1966 Nuffield that he's had for 12 months, Organiser Malcolm Mycock having a happy weekend on his 1957 Ferguson 35. Judy Webb working well with her Nuffield Universal 4, Malcolm Bush with his Fordson E27N, Charles Heading with his 1958 Nuffield Universal 3 that he's had from nearly new, Peter Caley doing a grand job with his 1948 Field Marshall pulling a Cowlishaw 7 tine drag. Viv



Gordon reports: Malcolm Mycock has been the working weekend organiser for years but the 2015 event was sadly going to be his last. It's not all bad news though because his son David, who has played a big part in organising the event over the past few years, has agreed to take it on. So I do hope that all the club members support David just like they have done with Malcolm. The working weekend is held at Oak Farm,

Stradsett, by kind permission from Sir Jeremy and Lady Bagge. However, like everything in life, all good things must come to an end so as from October 2015 Sir Jeremy has retired and the land has all been let out. The new tenants who have taken over have very kindly agreed to continue allowing us to use the land on the estate for our working weekend but just exactly which field is yet to be agreed. Sir Jeremy's son Alfred has taken over the estate and is going to keep it running for events such as our vintage rally, weddings and more. Alfred is very helpful and very good to our club so I hope to have many years working with him.

We would like to thank all those who came over the weekend and to those that helped out.
Gordon Carson

More pictures can be seen on our web site:
www.nvtecea.org.uk



St Mawgan Steam & Vintage Rally



Joan and I went to Cornwall on holiday, staying with our friends in Newquay. The 11th St Mawgan Steam & Vintage Rally was on the 19th & 20th September so George and I went along to see what was going on. George took his 1948 Case LA that he's owned for several years and which originally came from Norfolk. There was a good display of tractors, around 60, most taking a turn around the ring. Wendy Oats is shown with her 1947 David Brown Cropmaster and passenger! In the main ring there were a variety of interesting ring displays including bale wrapping and Fordson tractors pitting their pulling strength against an army truck. It took 6 Fordsons to drag the truck backwards. Also in the ring were the dancing diggers showing their skills. Also in the mini ring there was a fun dog show and agility, birds of prey, wild west display, police dog demonstration and junior tractor parade.

It was a good day out, showing how things are done differently in the West Country! Organiser Dave Taylor wrote in the rally brochure a plea for sensible behaviour at the rally after a near fatal tractor accident last year involving a father who nearly killed his son. He concluded, 'Act sensibly, Act safely, Stay alive.' *Malcolm Bush*

Ramsey Vintage Show

It was a very enjoyable weekend at this show with all the usual vintage exhibits, tractors and stationary engines, full and miniature steam, a good display of classic and vintage cars, commercials and military along with bygones. There were food and craft stalls and an auction later on the Saturday and also a road run. Ted Gray



Above: A 1918 Ministry of Munitions 'Adventurer' from the Kempton Park Munitions Depot



Above: 1922 Amanco Hired Man owned by Walter Smith.



Above: 1955 Austin Loadstar owned by Mr & Mrs B J Morgan since 2009. Nicknamed 'Thumper' because of the noise the generator made when in use. It was originally owned by the BBC and used as a generator lorry for outside broadcasts. It was one of a series of 10 lorries all with consecutive number plates but it is believed to be the only one remaining. It was used for outside transmissions of Sir Winston Churchill's funeral in 1965 and the World Cup in 1966. Used many times before being withdrawn in 1968.



Left: A 1951 Ford Mechanical Sun Cart owned and restored by Peter Alflatt. Found in very poor condition, burnt out and took 3 years to restore to its present condition. It has a Ford 10 engine, gearbox and back axle and a unique tipping arrangement. It spent the first part of its life working on a market garden in Lincolnshire. Right: 1939 Fowler 1.5hp driving a Gascoine Vacuum Pump owned by Richard Albon since 1997





The West Family Tour in USA

Our Editor Viv knew we were to holiday in the U.S.A. and asked if we could send in a few words to help fill our Newsletter.

This year we organised a tour of the Eastern States of New York, Connecticut and Pennsylvania. Starting our tour at Niagara Falls we travelled East to Canandaigua to visit their Annual Show, which this year featured Ford and Fordson products.

The Show lasts for four days, finishing on the Saturday when we visited, so the best of the Autojumble had gone but we did find one or two interesting bits, like Fordson Tool Boxes, Greasers and Oilers, Tank Caps, all at better prices than here. The Americans tend to have permanent Show sites with storage buildings etc. organised by local groups and clubs. Members can keep their vehicles on site for display at the three or four shows held each year. When a special display is put on exhibits will be drawn from further afield, considerable distance in some cases, like hundreds of miles.

There is usually a good showing of Stationary Engines, not like ours where usually smaller horse power engines are shown. In the U.S. they are mostly larger sizes, many on original trollies or trucks, some set up for towing by horse. International was a common make at this show, low tension ignition and open tank cooled.

We were admiring a locally built engine, an Advance, made in New York State, being started by the owner. They obviously detected our accent and asked where we came from. Conversation soon moved to what we collected. Having discussed the various qualities of different makes one of the two men asked if we wanted to drive a tractor on the parade. Not wanting to offend him we obviously said yes. Meet at 1 o'clock was the arrangement. When we met we were introduced to a 28-50 4-Cylinder Hart Parr of 1930. We had never met these people before, they knew nothing about us or our capabilities, but were good enough to lend us a large tractor to parade on.

A couple of pulls on the crank and she was running, we had a turn round the tractor line to get the feel of it and we were off on the Parade around the site. Further to this we were invited to have a go at the ploughing, but we declined this generous offer, bearing in mind this tractor was using gallons of petrol per hour, but then it was only about £1.80 per gallon. How many of us would let a complete stranger drive our beloved possessions. The owners only comment being if anything happened we had stolen his tractor which he knew nothing of. I wonder if travel insurance would have covered this or would it be considered an extreme sport?

The Fordson display was very good, there being about ten Model 'F's from 1917 to 1927. The oldest being an experimental model No. X9 purchased by Duane Helman of Rosewood Manifolds from Ohio. He purchased it from the Ford Museum who considered it not significant enough to retain. In reality it is more important than any models they currently have on display.

Another tractor had unusual wheels with rectangular pads that made a flat surface to run on. Another had been converted to a trench back filling machine, with a side mounted jib and a blade that could be extended away from the tractor, dropped on a pile of earth and dragged toward the tractor depositing its load in the open trench, very crude but a lot easier than a fork and shovel.



Advance open crank engine, made in NY state.



Hart Parr 28-50.



Fordson F no: 9X experimental tractor.



Fordson F with trench filling attachment.



Fordson F with 'Tractor Grip' track type wheels.

Our usual model 'N' is not common in America. There were a couple of Water Washer models and a 3-wheel Allcrop, Little Ford 8 NAN + 9N are common and can be very well restored. They also like to fit V8 engines to these tractors.

The more modern range of tractors not seen much in the UK was the Work Master. These are much prized in the U.S. and most were immaculately restored. Three Tractors we know well, a Fordson Diesel Major and a Super Dexta, belonging to two Irish lads now living in New York, and finally a Super 4 County that looked a bit out of place in the line-up.

The Canandaigua Show is not large by American Standards, but took most of the day to see it all, including Steam Engines. They had about a dozen and the best part of 200 other tractors from 1907 to the 19050's, of all makes, as well as a Construction Section. There were various Caterpillar products pushing dirt and six or so Draglines, Navvies, Back Actors digging and moving the same dirt, while the public gathered around to take photos or get a close up view.

Health and Safety is virtually non-existent. The best bit being a whole family riding on a Fordson, Dad driving whilst holding baby, mum on one wing, larger child on other wing, obviously heading back to their camper van.

We left Canandaigua for Connecticut to see what is claimed as the best collection of vintage tractors in the world, but that could be an article for another day.

It would be good to hear more about your trip. A big 'Thank you' to the West Family for putting together this article and sharing your experiences with us. Viv



New Holland with frost proof hopper.



International Famous.



Fordson F with health and safety issues!



Amanco 6HP.



Tracks & Steel Wheels

Neville, Richard, Jim and Clive pitched in to ensure the 9th Tracks & Steel Wheels got off to a flying start. Neville lent out 8 crawlers and 11 ploughs to those who didn't have the required machines and these made up the numbers to 19 crawlers, 2 steel wheels and 9 horticultural machines. A good turnout of the public made a very successful day out at Siemens Farm, North Elmham. On the left, Neville Websdale's plough attached to his Fowler VF had the Norfolk Radio 'treasure' holding the 2nd clue. Below shows Gavin Bailey being

helped by David Mycock as his plough lost a rear furrow wheel. Organised by Sally Needle and Neville Websdale who put a lot of effort into the organisation raising £1,607 for the Big C charity through donations only.

The date for next year is October 9th at North Elmham.
Malcolm Bush



Sandringham Game & Country Show

Ted and I arrived and 'set up' on site Thursday afternoon to a warm welcome from Clive and Julie, returning Friday late afternoon with dogs, Bella and Brynley and Tiger-Lily (aka 'That Cat'). The rain overnight petered out Saturday morning giving us a glorious early walk in the woods with the dogs. By noon the breeze had chased the clouds away and the sun was shining down on the visitors who flocked to this great show. The engine line is in a good position for maximum public attention and Ted enjoyed chatting with interested people about his petrol can display. The dogs received their usual attention too but Tiger-Lily played safe and lurked in the caravan. As usual Clive had organised a varied display of stationary engines with awards given to 3 individuals as selected by a member of the public. Eddie Savoury was quite chuffed to receive first prize being his first ever. The smaller ring where the tractors gave a good show also hosted the Junior horse boarding competition and this was great for attracting families giving me the opportunity to hand out the Junior Club leaflets. The horticultural display included some juniors, (each being supervised by a competent, insured adult) who rose to the occasion by handling their vehicles well. They definitely inspired a few other youngsters who delighted in having their photograph taken sitting on a machine. (Permission was gained from the owner of the machine!) As inevitably we lose our older club members together with all their knowledge and expertise it is so very important to encourage our youngsters to enter into the world of vintage machinery. Giving them the opportunity to participate in the ring, away from the general public and under strict, competent supervision can only encourage their enthusiasm and possibly lead them to a long and rewarding hobby. Viv



Ross Warman built this 1/2 scale Field Marshall 2014



Left: Matthew Parnell's 1970 David Brown: right: Chris Deeble's 1973 Gutbrod 1032
below: Harry Rayner's 1971 Wheel Horse C8
Note: all juniors supervised by a competent, insured adult

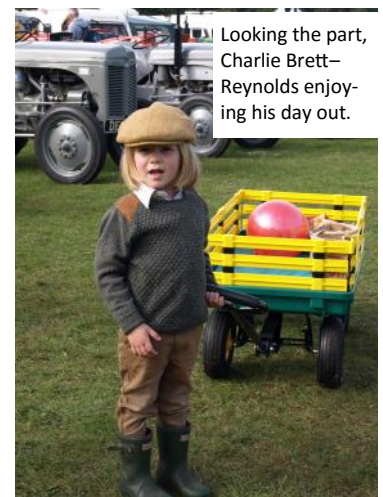
Please refer to NVTEC-EA Group's position regarding juniors in 'Insurance Issues' on page 15



Below: 18 year old Aaron Smith stoking up 114 year old Pollyanna, an Aveling & Porter 4 NHP R8 road roller. Only 3 of this type of engine survive, this being the only 8 ton example.



Above: These 2 lads were really pleased to get the chance to sit on David Buttriss' Ransome. Let's hope that Freddie Ward 3 1/2 years old and Grant Carter 8 years old will continue their enthusiasm. Centre: This girl is not alive! Owned by K. Newton a 1900's A.E. & H. Robinson & co oblique gas engine, used in a chip shop, potato peeling and chip cutting. Shown making sausages.



Looking the part, Charlie Brett-Reynolds enjoying his day out.

Sandringham continued



The Queen was there, albeit a very clever chainsaw carving, complete with handbag and flowers.



above left: Chris Martin won Best Display award for his 1932 Ruston Hornsby 8hp. left: Geoffrey Lawson won 2nd best display for his 1927 Petter model M 1.5hp that he's owned for 2 years. above: Eddie Savoury was proud to receive 3rd prize for his 1945 Lister D running a GEC 14-32 volts

Right: Gary Nicholls has owned this rare 1932 Lister F for 12 years. It has an original air filter and the radiator and carburettor have been refurbished



Below: Dave Mycock owns this rare 1922 open crank Worthington Economy 1.75hp running a Welsh Wrekin Mill

Chris Stone owns this 1936 Bamford Millers OV3 5hp



Ken Pearman is looking for someone to share his 2-berth vintage caravan.



100 ton 1913 Foden colonial 8 NHP spent its life first as a works engine for timber haulage until 1934 when it passed to W.H.Barlow and performed threshing duties until 1948. In 1955 it was sold for preservation and was eventually purchased in 1997 by the Wyeld family who have carried out much restoration including a new fire box in 2007.



Shaun Garrod with his family owned 1995 Foden C type 3/4 replica steam lorry 'Elsie'

Junior Club

The Lister D

Goes to a New Home

It's Sunday October 25th and I am pleased to see fine weather after a miserable wet Saturday as I have a special photographic date with Lily and Harvey Mitchell-Crook. The venue was Fakenham Racecourse, chosen as a half way point for the 'hand over' of the Lister D donated as the prize by Graham and Sharon Turner for the best letter explaining why the young ones deserve a stationary engine. Written by father, Wayne, the letter says:

'Dear Graham and Sharon, I am writing on behalf of Lily and Harvey Mitchell-Crook who are Junior Club Members. Lily is 8 and Harvey is 5 years old. They are both mad about tractors and Grandad has bought them a 1938 Case R. The only thing is they can't drive it yet so mum has to. They are both into stationary engines and have been looking at them at rallies. Both of them would love to restore an engine. I have seed drills which I collect and restore and they both keep asking 'can we restore one?' I say, 'one day.'

I know that the Lister D would be repainted and kept clean all the time and would be shown at Rallies. Wayne Mitchell

After receiving their prize from Graham and Sharon, Lily and Harvey wrote the following:

'We are so glad we won the Lister D competition because we already own 1 tractor and 2 seed drills. Now we are going to own a stationary engine and restore it over winter. We will be painting it green and black. We are going to take it to rallies and shows. We were so excited when you announced the winner of the Lister D competition. We couldn't wait to come and get our stationary engine. We were all so excited. We now feel like we are getting a nice collection of an engine, a tractor and seed drills.'

Signed, Lily and Harvey Mitchell-Crook.



Graham writes: This 1950 Lister D, 1.5hp was the first engine that my dad and I purchased in 1989 and it has remained in the family since that date. It was rallied for many years as a compressor unit. Originally it was sold to a farm in Horsford, Norfolk where it operated an elevator. Later it was fitted to a compressor unit and used at a Horstead garage where it remained until the early 70's. At the end of the 70's it was fitted with wheels and stored in a barn at Redwings Horse Sanctuary where it remained until we purchased it in 1989.

Top left: the 'hand over with Graham and Sharon, and Lily and Harvey



left: loading up with grandad,

Right: Lily and Harvey receiving their Engine Spotters Book that I recently completed. Viv



The Junior Club is now entering its 3rd year and I will be contacting sponsors when it is time to renew membership. This year we had 3 new members, Sophie Hilton, Samuel Taylor and Logan Freear.

Enclosed with your newsletter is the Engine Spotters Book which is exclusive to Junior Club Members. I hope you will have fun using it and also that you will learn about the stationary engines.

Remember to let me have your news and any pictures showing how you are enjoying your vintage hobby.

Maybe you would like a Christmas present of a Junior Club Polo Shirt. Red, short sleeve, Pique Polo Shirt with Club Logo, Junior Club and your name embroidered. Chest sizes 24", 26", 28", 30", 32", 34". £14 plus postage. Hooded sweatshirts and zip fleeces are also available, price on request. Approximately 3 week delivery so order quickly to be in time for Christmas. New caps available at £6. To order, or to request an application form to join the Junior Club please phone me, Viv on 01553 617653.

Happy Birthday Wishes

To: Sophie Hilton who was 10 years old on 14th October

Samuel Taylor who was 9 years old on 22nd October

Freddie Withers who was 6 years old on November 4th

Joshua Bird who was 6 years old on November 26th

Alfie Geddes-Green who will be 6 years old on January 11th

Grace Armsby who will be 10 years old on 19th January

Harvey Mitchell-Crook who will be 6 years old on January 22nd

We'll see you again at Stradsett for your special invitation to 'sit on a tractor' and have your photograph taken.



Junior Club Member Finley Creasey Shares his 'Boys Days Out' with us



Fin helping granddad repair his Ransomes crawler

A Visit to Carrington Rally by Finley Creasey Aged 5

My Dad and Granddad took me to Carrington Rally as mum says a "boy's day out" to see all the special internationals as they are one of my Granddads favourite makes.

I was lucky enough to be able to sit on Brian's and Gordon's tractors at the show. My Dad said I needed to eat more breakfast if I wanted one of those so I can grow taller to be able to see over the steering wheel.

It was great to see all the different internationals at the show and it was amazing to see the world war two planes fly over.

I also liked the big Blackstone engine it made a really funny noise when it was running.



A Visit to the Gordon Easton Collection by Finley Creasey Aged 5 The NVTEC-EA Group Junior Club was invited to go and see the Gordon Easton Collection after school one day. I saw lots of different things that I have never seen before. It was amazing to see it all the different things he has collected over the years. I am now going to start collecting for my own museum one day. We went in lots of different sheds and saw things from horse carts to military vehicles and even a Darlek carrying a shopping bag! Thank you for inviting me and the other Junior members that I met during the visit.



A Visit to Prickwillow Engine Museum by Finley Creasey Aged 6

My dad took me on a boy's day out to the Prickwillow Engine Museum near Ely to see the big engines and pumps that they used to use for pumping water.

I couldn't believe how big some of these were. They made a very loud noise.

They also had a lot of tractors ploughing where we saw David and his Fordson having a go. They also had a pair of horses ploughing which looked very hard work.

They had some old music playing in the field which I really enjoyed and danced to.



Stradsett Ploughing by Finley Creasey Aged 6

Stradsett Plough day was on the same weekend as my 6th birthday. My dad had planned to go with granddad and take a tractor but my dad had been ill again and wasn't very well.

We visited on the Saturday afternoon to have a look at what was going on and see what tractors we could spot. A lot of tractors were there and I got to have a sit on Alan's Ransomes Crawler and also Keith's Massey Ferguson 65. My Granddad even got to have a go on his friend's Ford tractor. When I get bigger I am going to have a go. I'm not sure how straight my furrows will be but if I turn it brown I will be happy.

Granddad said that there was no better smell than Peter and Ashley's Fordson running on paraffin and it reminded him of when he was a boy of my age. Dad said it must have been around the time of the dinosaurs. Granddad didn't find it funny but me and dad did. *I thought that was funny too Fin! Tee,hee Viv*



Paul Rackham Sale by Finley Creasey Aged 6

I couldn't go to the Sale on the actual day as I had a Birthday Party to go to but I was lucky enough to return on the Sunday to have a look at the remaining tractors and help load up tractors that granddad and my dad's friend Mathew and Peter had bought.

It was great to see the rare and unusual tractors that were there and look at the massive crawler tractor and its gun. I will keep saving my pennies so one day I can buy my own.

I really like Mathew's new international and hopefully can have another sit on it again in the future.



Fin, Thank you for sharing your 'boys days out' with us. Viv

Paul Rackham Sale 26th September 2015

The considerable tractor collection of Mr. Paul Rackham at Roundham, Norfolk was sold by Public Auction in the impressive shed that they had been kept in..

The collection had been growing for some years with many of the tractors coming through the Cheffins Sales at Sutton. Local restorers, Fred and John Goldup, among others had restored many of the tractors .

The collection was a vast mix of makes and models from 1916 to the 1970's. Mr. Rackham obviously liked his Crawler tractor, there being a considerable number offered for sale, from several makes. You could not help being impressed by the 1948 Caterpillar D7 3T model 4 cylinder Diesel with Donkey Engine Start, supplied new to Harry Waspe of Bury St. Edmunds, used up to the 1970's, restored to a very high standard considering the amount of metal in these machines and the hard life they have had.

In the Caterpillar line up was a model 15 of 1931, painted in the Highway Yellow Livery of the time, fitted with separate petrol tank to make the tractor a Petrol/Paraffin example. Apparently no other modification was required. Generally looking in good order with a new coat of paint, but missing its side covers. It sold for a disappointing £5,000.

In age order an R2 model came next, a 4-cylinder Petrol/Paraffin tractor the same size as a D2 on the same running gear. It was very tidy in it's new paint with all tinwork in place, but again did not sell well. A very well restored D2 5J model 4-cylinder Diesel with mounted cultivator sold better, but you would be hard pushed to find a better looking example.

There were several International's, my favourite and the one I would have bid on had the starting bid not been above my estimated value. The 1933 T20 Trac-Tractor, finish in the Dark Grey Livery having been restored by the father and son Goodman team from Andover whilst in their ownership, the engine as shared with the Farmall Regular F20 and the final drive is all International Design to save infringements of Caterpillar Patents.

Slightly larger was the 1937, T35 6-cylinder petrol also belonging to the Goodmans, but before that to my friend Mr. Bob Dockeray who had an extensive International collection until his untimely passing. Only 499 of these tractors were made in three years of production.

Also from 1937 was the petrol/paraffin TK40 weighing about 6-ton and consuming 6 gallons per hour at full load. This tractor was not for the faint hearted.

Apart from semi modern models the other International offered from the war time period, was the TD14 of 1944, a petrol start diesel engine tractor developing 61 horse power. A local tractor from new. The American Military used these machines in large numbers, but this tractor must have come to the UK via the Lease Lend Scheme of World War 2.

There were several British built machines including a Fordson N Roadless Half Track, complete with front mounted winch. The type used for many duties with the RAF during WW2, including raising and lowering Barrage Balloons. To complement the haft track there was a rarer full track model with 3 bottom rollers, a much more sort after tractor made reasonable money as it was in very usable condition, be it ploughing or rallying.

Just one David Brown Crawler was offered, a very recently restored Track Master 50TD, the largest D.B. Crawler tractor build in 1954. There were 2 Fowler Crawlers in very smart orange paint, the larger" Challenger 3" with 6-cylinder Meadows Diesel developing a meager 95hp. Amazingly seemed to be the original Fitment, another Harry Waspe machine weighing in at over 10 ton. The buyer got a lot of metal for his money. The next orange crawler was by Marshall, a 1958 Track Marshall with Perkins L4 4-cylinder diesel engine, another Suffolk based tractor. A heavily built 50hp machine that helped sales for T.M. for a while, built in the Fowler works in Leeds. It looked a very good example very well presented.

There was of course one other crawler worth mentioning, the 1918 Holt 75 made at the Peoria factory and shipped to the UK for service in the first world war. However, this machine arrived too late for forward shipping to France. It did, however, make it to the Military Port of Richborough in Kent, created during the war to ship supplies across the Channel. This machine worked only 20 minutes from my home. It belonged to the Ferguson family of Firth Farm, Guston, Dover. Dave Ferguson, who I have the pleasure of meeting several times tells the story of the tractor being purchased from the Military and removed from the port. They had intended to use it for heavy cultivation but it proved to be too unwieldy in our small fields. It was parked up in the farm yard where it stood for the better part of 50 years. My father having seen it there from 1950 at least. When I was old enough to ride a motorbike this was one of the destinations for my rides, just to stand and admire what I realised then was something special. Eventually a shed was put up over it to keep the worst of the elements off. I never saw it run but it was kept free and regularly soaked in sump oil.



1948 caterpillar D7 3T



1933 International T20



1954 David Brown 50TD, 6 cylinder diesel



1951 Fowler 33. 95 horsepower, 6 cylinder Meadows diesel.



1938 Fordson N Roadless full track

Paul Rackham Sale continued

The tractor has been restored to its former glory at great cost and runs extremely well if you can afford to feed it with petrol at the rate of 12 or more gallons an hour.

Although very crude with their open flywheel and basic transmission they were effective machines in the war for gun towing and transport. The British Army purchased about 1300 Holt 75's. This is probably the sole survivor. It was great to see and good luck to the new owner.

A vast collection of all sorts of tractors was sold off in one day, spread to all corners of the country. A great day out for us all. It may be while before we see the likes again. *David West* (Holt picture by Gordon Carson)



Massey-Harris at Marham

The Starting Handle Club's annual Marham Show was again held this year at Bob Park's, Addison Road, Marham near Norwich, Norfolk. This year the theme was Massey-Harris which is also a favourite of mine. Massey-Harris purchased the tractor plant at Racine, Wisconsin when they bought the J.I. Case Plow Works Company in 1928. The first tractor designed by Massey-Harris and manufactured by the company at Racine was the four wheel drive general purpose, better known as the GP. This tractor first arrived on the market back in 1930. Massey-Harris brought in a Hercules four cylinder engine to power this new unconventional and complicated tractor. This engine developed 22hp at the belt from 1200rpm rated engine speed. With its 3 speed gearbox it allowed a maximum forward speed of 4mph and the drawer power was 15hp. I took along one of the most well-known Massey-Harris GP's in country. Our 1934 Massey-Harris GP has been in many museums and featured at the Smithfield Show. This is a petrol/TVO side valve engine version and has now been fitted with cleats, road bands and rear wings. My good friend Gerald Gregory brought along his Wallis 20-30 which is painted blue with red wheels. This tractor has undergone a complete engine and bodywork restoration to a high standard. However it hasn't really been run since its restoration several years ago due to it having the wrong manifold. Gerald has recently acquired the correct manifold and had it running. Sadly Gerald hasn't been too well recently so I volunteered myself and Mathew Hoy to help start the tractor and put it on the peg for him. It wasn't my brightest idea though because unfortunately there was some water in the small fuel tank but it took us some 50-60 cranks to find this out. Once we got the fuel problem sorted it started and ran very well and was a pleasure to drive. Mathew volunteered to take it round the ring and this was probably the first time this tractor has ever been paraded round a ring at any show. As you can imagine Mathew was grinning like a Cheshire cat. This was Mathew's first time at the Marham show but kindly came to help me out and he even transported our 1929 Massey-Harris 1220. Chris Leader kindly drove the 1220 round the ring on Sunday for us pulling a Massey-Harris sail Reaper whilst Austin West drove the red Massey-Harris twin power Challenger Row Crop round on Saturday and the GP on the Sunday. I took the GP Saturday and the Challenger on Saturday and they both performed very well. This 1938 straight petrol Challenger tractor once formed part of the Peter Bourne collection in Wales. *Continued overleaf*



Marsham continued

Massey-Harris began tractor production in Great Britain with a pilot batch of 16 at the Manchester factory in 1948 and in 1949 full scale production began at their new Kilmarnock factory in Scotland. This is also where Massey-Harris established their production of combines and balers. Some British built Massey-Harris 744D half-tracks were built here. The factory was an assembly line using parts and components imported from Racine, USA. The engine for the 744D came from Perkins of Peterborough which became the famous P6 diesel engine developing 46hp. It was great to see a half-track at the show as this is something I have never seen before.

This show has gone from strength to strength and myself and Malcolm Robinson were quite envious that they could put on such a marvellous harvesting display which is a bit difficult to do in May. They had not just one but three Massey vintage

combines and a great old Binder. There are many of our NVTEC-EA group members that attend this great show. Mike and Bob along with the rest of The Starting Handle Club who helped and worked hard to put on the show got their reward with great exhibits, fantastic weather and a brilliant attendance. So well done to them all and thanks for a great weekend. *Gordon Carson*

More at Marsham with Malcolm Bush.

Left: Clive Slaughter with his Farmall,

Right: Matthew Hoy driving Gordon's Wallis

left: Nick Ewen with his first time out Massey 744D Half Track rescued from scrap yard



Norfolk Bar Stool Olympics at Stradsett 2016

Are you a bit competitive? Do you like trying different things? Then why not join the Bar Stool Olympics team for 2016. All you need is an old ride on lawn mower with a difference. For more information contact Ian Thompson on 01328 700475 or 07950 023027. Come on have a go. *Gordon Carson* *That looks like good fun! Viv*



AGM Report & Presentation

On 19th November at Ryston Park Golf Club members gathered for the Annual General Meeting of NVTEC-East Anglia Group. Apologies were taken and then Chair Henry Howlett gave his thanks to the committee for their work with a special mention to Gordon and Matthew for their outstanding work over what has been a very successful year and also to Ted for 'keeping him straight.' He thanked Sir Jeremy and Lady Bagge and Alfred Bagge for hosting another successful rally at Stradsett and also their continuing support. The secretary, Ted Gray thanked Henry for his stabilising influence as Chair. He then gave a comprehensive report on the past years' club activities with credit given to the efforts made in promoting the club at various shows and in publications resulting in an increase in club membership to 400. This excludes Junior Club membership which now stands at 20. The accounts were presented by Gordon Carson on behalf of Jayne Carson, showing a thriving financial outlook. Chris Hunt gave her membership report indicating no increase in the national levy and therefore no rise in fees for the coming year. She thanked members for helping to recruit new members. The committee were re-elected and a new member, David Mycock was proposed and seconded. David will take over the organising of the Working Weekend. Gordon presented an overview of the new layout for Stradsett Rally which received much approval. A presentation of cheques was made. The first for £14,000 being the proceeds from our Stradsett Rally and £1,135 from the Road Run to East Anglian Air Ambulance and these were received by Chris Donaldson. He gave a big thank you to the club members and outlined developments in acquiring 2 Eurocopters with enviable equipment and decision making clinicians onboard so turning the helicopter into a small operating theatre. Also a project trialling CPR in schools endeavouring to save cardiac arrest patients which are more and more prevalent. Next the proceeds from the Working Weekend of £474.50 and also £1,000 from the Stradsett Rally went to St Marys Church, Stradsett and they were received by Alfred Bagge. He thanked everyone and said the money would go towards the roof of St Marys and keeping the rain out. A vote of thanks along with flowers went to Treasurer Jayne Carson, Membership Secretary Chris Hunt and Vintage Torque editor Viv Gray.

To celebrate our 40th Club Rally we would like to make a presentation of photographs from past club rallies to be shown in the Information Tent at Stradsett Rally 2016. If you have any photographs that we could use would you please contact Andrew Bennett to arrange collection. 01366388563 07710681075



Hilgay

Right: Keith Gore with his new 'baby' a McCormick Farmall M purchased the previous week at Cheffins sale

Left: Mervin Gathercole with his newly restored Howard Sugarbeet Gapper

A good weekend weatherwise at Hilgay brought the visitors out to see the various vintage exhibits.

Malcolm Bush



Young NVTEC-EA Couple Tie The Knot

On Saturday, 11th July 2015 my youngest son Andrew married his fiancé Katie Newell at Walpole St. Peter's Church, Church Road, Walpole St. Peter, Wisbech, Cambs. The sun was shining and we could not have asked for a better day.

After the ceremony the reception was held back at mine; well I say mine I mean Bryan Beba's field/garden that runs up to my house, which made for a marvellous venue. Unfortunately for Bryan, he can't actually see it from his house so we always have a joke that he does all the hard work keeping it looking great and we get all the benefits. Well this was certainly no exception to that. Andrew and Katie could not have had a more beautiful setting with a marquee, bales of barley straw, potato scales for a table, Ransome Dauntless Drag and Stanford single row beet lifter as displays and even the wine was served from potato baskets filled with barley straw. That just left the bride and groom to arrive on the fully restored David Brown Thresherman VTKI. This 3.5 ton petrol/TVO tractor was picked for the job having a double seat and with the temperament to drive around, it all went very well.



Andrew and Katie are both members of the NVTEC-EA and both took part in our annual road run back in April, both helped at this year's Stradsett Park Vintage Rally held in May. Congratulations to them both!! *Gordon Carson*
Many good wishes from all of us at NVTEC-EA Group to Andrew and Katie

Chairman's Chat

It was nice to see some of our members at Sandringham but unfortunately I was not able to walk down to the display this year (health reasons) but was told you made a very good contribution again. Thank goodness for Viv and Ted's stand and caravan being close at hand for the obligatory sit down and chat. It wasn't long before a call from home meant I had to go home to harvest as the moisture of the grain had dropped and harvest was resumed. It has been a stop/start year again. At the working weekend it was encouraging to see a good turnout of machinery on display. I would give my right arm to have the soil being worked.

NVTEC East Anglia Group Contact Details for Officers and Committee 2015/2016

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01945 870575 howlettjean@yahoo.co.uk

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judithwebb127@btinternet.com

Mr Ted Gray: Club Secretary 01553 617653
kalif1@btopenworld.com 07469702234

Mr Gordon Carson: Stradsett Rally Organiser
and Publicity Officer 01945 880091
stradsett@nvtec-ea.org.uk

Mrs Chris Hunt: Club Membership Secretary
01366 388907 membership@nvtec-ea.org.uk

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Mr David Askew: Road Run Organiser 01945 430481
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For more Vintage News and Views of many photographs 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](https://www.facebook.com/StradsettRally)

And for people to follow us on Twitter

they can follow: [@Stradsett_Rally](https://twitter.com/Stradsett_Rally)



Unfortunately the first meeting of the winter season did not go to plan as Keith Skipper's wife was taken ill and he had to cancel, but luckily Mike Wabe stepped in to avoid disappointment giving us a talk about town criers.

Our visit to Newark was on the Sunday as Jean and myself do like to pay our respects at the remembrance service. The club stand organised by Gordon, Matthew and helpers was outstanding (and even the crop of wheat was flourishing!!!!) Many thanks should go to them from the club for the time, expense and effort of planning such an exhibition. The show as usual seemed to be a success despite the dank, dreary weather.

I would like to wish you all a Happy Christmas and an enjoyable rallying season next year. Henry Howlett



The NVTEC-EA Group Club Stand at Newark was the 'brain child' of Gordon Carson and Matthew Hoy and took 2 days to assemble in situ with fencing and much more having been already made. A 'speedy wheat' crop was much remarked about and took a couple of sowings by Matthew to get right on the day. That's creativity, ingenuity and determination I think. Very well done!! Full write-up will feature in the March Vintage Torque. Viv



Membership Matters

Hi To you All

First of all we must wish everyone a Merry Christmas and a Happy New Year. Life in the Vintage world is full of great things to do so come on. It's now time to **Renew Your membership ready for 2016**, I am ready with the yellow cards.

You will see the renewal form in the middle of your Vintage Torque, please use this and send to me with your cheque made payable to NVTEC, **correct information and a self addressed envelope** for return of your card/s.

To all who have not been well keep you're chin up and get better for next year.

Email: membership@nvtec-ea.org.uk 01366 38890714
14, The Paddocks, Downham Market, Norfolk PE38 9JA



Chin

Club Clothing

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



Calendars are now available. Packed with photographs for £4. Baseball Caps: Grey £5.70 Black £6, Polo Shirts, short/long sleeves, £11 & £15, Sweat shirts, new colours: £15, Overalls, zip or stud fastenings: £18/£17 Fleece Gilets: £20, Fleece Jackets: £25, Black Shower proof fleece-lined Jackets £25. padded body warmers £18, Light, warm Shell Jackets, 3 colours £40

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

Festive Greetings From Your Rally Organiser



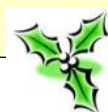
Well no sooner does the year start that we seem to be booking our Christmas dinner. As a club we began the year with a coach trip to the New Holland tractor factory at Basildon, Essex and what a great start to the year it was. Then we went to the Tractor World Show at Malvern where we won 'Best Club Stand' so we were very pleased (secretly ecstatic). Next on the club calendar was the annual road run in aid of the East Anglian Air Ambulance. This year we had our best attendance for the past few years and again raised over £1,100.00 for the charity. It is always great to have such good support. Then came the Eastern Counties Spectacular at the Norwich Showground where we again won 'Best Club Stand'. This was the second year on the trot at this show so we were on a roll! Then came our major event of the year which is our annual Stradsett rally and what a show you all put on for us. Unfortunately, the weather on the Sunday morning wasn't so good but it certainly came right on the Monday. Although takings were down from last year we were still able to give away an amazing £15,000.00 to charity. We had some parking problems but next year is our 40th rally anniversary so we are going to have a new layout, lots more car parking, a separate public entrance and much more space to show off all your fantastic exhibits. So please come open minded and ready to enjoy a great weekend. After our rally we knuckled down into the rally season and put on a superb display of Internationals at the Carrington Steam and Heritage Show near Boston.

Our summer visit to Gordon Easton's was a great evening out and again had a very good turnout. Next the club put on a great display at the Holkham show in July (organized by Ted Gray). The working weekend saw a record breaking attendance this year and then finally, the Newark Show gave us a great end to the season.

Our chairman Henry had bit of a rough time with illness but we're glad to see him on the mend. I am sure we all wish him well.

That just leaves me to say enjoy your festive break and thanks to all who have helped and supported our events throughout the year. Your 40th Stradsett Park Vintage Rally entry form is on the centre page so please get them in early. Happy new year to you all see you at the rallies.

All the best, Gordon Carson



Editor

This year seems to have flown by with highs and lows and so much going on to fit in between the various shows. I shall never forget the stormy night at the Holkham Show when we nearly lost our awning to the raging wind and the stoic attitude of our exhibitors who arrived, some driving tractors, despite the severe weather warning.

Sadly we have lost a few friends this past year but also we have seen a few happy couples get married. The arrival of Tiger-Lily, our Siamese x Rag Doll kitten has brought a new dimension to our caravan outings and our lives, softening the sadness of losing Spinone Sophia, Bella's mum. Who would have thought that Ted would adore a cat!

Meanwhile we trundle along through life and count our blessings that we are able to do as much as we do. 'Keep moving' is my philosophy though the days get shorter and the floor gets further away! I look forward to sitting down in the evenings by a warm log fire. We certainly have plenty of logs with 2 large Willow trees being cut down. People ask, 'do you know something we don't?' My 'inner squirrel' is content with a barn full of logs and hay for my 2 horses and a freezer full of this years' produce from the allotment. So bring on the cold weather I say! It gives us time to put our thinking caps on and plan for next year.

Already I am excited about the new plans for Stradsett being the 40th club rally. I hope you like your car sticker! The theme for the rally is 'Grass Cutting and Hay Making' and also 100 year old tractors so start planning your exhibit in time for a really great show. I shall be there with my camera again to capture your efforts.

I have selected, with great difficulty, some photographs for the 2016 calendar, I say with great difficulty as there were so many good pictures that it was hard to cull any, so I left that to Minuteman Dan to make the choice. So I apologise if your picture is not included. They sell for £4 so let me know if you would like one. I have also, on request, completed an Engine Spotters Book for Junior Club members which has been sponsored by some committee members. If you know any young enthusiasts why not buy them Junior Club Membership as a Christmas present. We do need to encourage the young ones in our vintage hobby. Finally the good news that the National levy remains the same, meaning that your membership fees will also remain unchanged, good eh! So Merry Christmas to you all and a Happy New Year. Viv

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 10th: Steve Smith: Zeppelin Raids During the War (please note date change)

January 21st: Derick Harris: Up the Cut, a talk about canals and drainage

February 18th: Phil Barnes: RAF Methwold

March 17th: TBA

Hi Everyone, Just a quick note about Winter Meetings. I would like to express my apologies for the cancellation of the Keith Skipper talk in October as his wife was taken ill and he doesn't drive so he couldn't make it. I must send out our thanks to Mike Wabe for standing in at the last minute with an excellent and informative talk on the Town Crier.

Also the December meeting has had to have a date change to the SECOND Thursday of the month, so please note the date is now the 10th December, not the 17th. Somehow the golf club have managed to forget that we have the club house on the 3rd Thursday of the month and are having their Christmas party.

May I take this opportunity to wish you all a Merry Christmas and a Prosperous New Year.

Ian Long

Winter Meetings Organiser

Important Insurance Issues

Your committee has been asked by members to consider a number of insurance issues over the past few weeks.

It is clear that all members must be aware that the yellow card insurance statement is only valid when events are organised by NVTEC groups or are run within the national code of practice. If members enter other events not under the control of NVTEC it is essential that individuals confirm that necessary insurance cover is in place.

Only the driver is permitted to travel on a tractor at any NVTEC event even if the vehicle is fitted with an additional seat.

Juniors are permitted to drive a ride-on mower only within a roped off area not accessible to the public, providing an insured and competent person walks with the exhibit.

It is expected that all exhibitors adhere to these rules.

This information is given in good faith following advice from the National Insurance Officer and without prejudice and is a unanimous decision by the NVTEC-EA Group committee.

'We do need to encourage our juniors whilst at the same time having high regard for all aspects of health and safety.' Ted Gray

Vintage Tractors Help Wildlife Reserve



As part of its arable habitat management Paxton Pits Nature Reserve near St. Neots in Cambridgeshire held a vintage farming event on 17-18 October. Eight tractor enthusiasts along with Huntingdonshire District Council's Countryside rangers and enthusiasts spent the weekend preparing the ground before drilling seed onto an open area of the reserve that is managed for the benefit of wildlife.

Not only did the reserve and its wildlife gain but visitors were treated to the sight of vintage tractors and machinery hard at work.

The range of machinery at work was Case SI owned by Wayne Mitchell, Massey Ferguson 135 and Ford 4000 owned by Brian Spears and driven by Terry Mitchell, John Deere 855 & 3140 owned by Dan Sutton, Ford 5000 owned by Philip Lewis and Bulldog owned by Corrin Harris.

Paxton Pits ranger Matt Hall organiser of the event was happy with how things went over the weekend. Ploughing and cultivating started at 10am both days.

Lily and Harvey Mitchell-Crook, Junior Club members helped out over the weekend.

The event is held every year. **Wayne Mitchell**



Paxton Pits Nature Reserve is a rich mosaic of wildlife habitats covering 78 hectares., situated in the Great Ouse valley between St neots and Huntingdon. The reserve is open to the public all day every day. The Visitors Centre is open most days for maps, leaflets and refreshments.



Diary Dates

Starting Handle Christmas Party January 9th Contact Gordon for more information

Tractor World at Malvern 27th, 28th February no club stand in 2016

NVTEC-EA Group Vintage Tractor Charity Road Run April 3rd see advert

Eastern Counties Spectacular April 9th, 10th contact Matthew Hoy for club stand participation 07871155122

Stradsett Park 40th Vintage Rally May 1st, 2nd see contacts list on previous pages for steward numbers. Entry form is enclosed.

Thank you again for all your contributions. Deadline for the March issue is February 12th 2016. Articles, adverts and photographs gratefully received much before this deadline please. Viv



Vintage Tractor Charity Road Run

Sunday
3rd April
2016

Based at Walpole Highway
10 am for 10.30am Start

The Road Run will begin at Cedar Lodge, Walpole Highway, Wisbech, Cambs, PE14 7QT. Camping will be available from 12am on Saturday 5th April until 10am on Monday 7th April.

All campers are invited to the BBQ on Saturday Night on the camping field.

Supporting Registered
Charity East Anglian Air
Ambulance 1083876



For Entry and
Sponsorship Forms
Contact

David Askew 01945
430481

Gordon Carson 01945
880091

Or Download Them
From
www.nvtec-ea.org.uk



All tractors must be sponsored to a minimum level of £10.00. Supreme Windows Ltd is donating a trophy that will be awarded to the driver of the tractor gaining the most sponsorship.



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.

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