



# VINTAGE TORQUE

September 2016

'Preserving our Heritage for Future Generations'

Editor Viv Gray

## Carrington Steam & Heritage Show



The weather stayed fine for this weekend and Ted and I enjoyed our walk about. Our Club Stand stood proudly on display, a credit to those involved. It was backed by some veteran tractors some of which I've shown below. Turn over leaf for the full write-up from Gordon plus more pictures. Viv

Left: A Well Jack powered by wind and a 1930's Amanco 2hp owned for the last 3 years by Robert Mellor who assembled the separately bought components.

Above Right: a 1920 Crawley Motor Plough owned by B. Bowles

Below Right: 1928 International 22-36 owned by J. Sheppard



Right: 1917 Parrett E owned by M. Kendall

Left: 1916 'Overtime' tractor 24hp originally cost £325 now owned by R Desborough



Right: an 1899 Hornsby Akroyd, hot bulb, owned by Andrew Quincy. It spent its entire working life until the 1960's driving a Joiners shop.

Left: This 1916 International Titan 10-20 has had extensive restoration work by John Hirons which took 40 years to complete. Now owned by W. Denton since 2010.





# 57th Carrington Rally

The 57<sup>th</sup> Carrington Steam & Heritage Show was held over the May Bank holiday weekend of the 29<sup>th</sup> and 30<sup>th</sup> May, how lucky were they with the weather, I was a bit jealous but very pleased for them all. We arrived in convoy on Saturday morning and soon got on with setting up the club stand. Although Mick Patrick was in America he sent along his son Gavin with a Ferguson brown model A built in 1936. He also bought his John Deere Waterloo Boy along with a very unusual John Deere drill model GW this had a lot of interest over the weekend apparently they were used directly behind a plough. I took along a rare 1919 Heider Model D 9-16. This tractor is a friction drive and spent its life in a saw mill. On the back it has one of the first ever mechanical 3 point lifts as we haven't got a plough for it we made a demonstration tool. This had everybody guessing as to what it was and what it was used for. I also took 2 of the biggest Minneapolis Moline's built, the 1945 petrol TVO model GTA and the 1949 LPG model G this tractor is how we first got to know Bob Parke from the starting handle club. When we brought it from Cheffins we had no idea how to fill it up with LPG/gas so I emailed the MM club in America and contacted Ken and Cheryl Delap from the MM magazine. It turned out they use to own the tractor and had restored it, small world. Anyway they were coming over to England and had asked to come and see it, obviously we would be proud for them to visit. It was all arranged through their good friend in England Bob Parke and he came along and this was the first time we met him. After the busy Stradsett Rally weekend I had a great relaxing weekend just cleaning the tractors and talking to people. I left the running around to Alex and his team. The NVTEC-EA group puts on a club stand mainly at the indoor shows but we are starting to do more at the rallies, and are supported well with several attending.



Terry Myhill bought his Ferguson TEA also built in 1949 this was in its original condition and started and ran very well. Malcolm Bush and Dave Buttress put on a great display of Ransome Crawlers with 4 in total. Matthew Hoy showed off his ever looking better International FCC built in 1953 and fitted with twin ploughs. Darren Tebbitt came with an original Massey Ferguson 130 fitted with a finger mower. David Mycock displayed his very rusty but for some reason very appealing Case DEX. I have always taken a liking to this tractor but as it has no paint on it, really it shouldn't appeal to me at all but there is just something about it. David Savage had his 1957 International B275 last but not least Andrew Carpenter with a nice International B414 built a year before I was born in 1964. This year the show had been completely revamped with Alex Bell putting his own stamp on it. The line of club stands worked and looked good. This is something I think shows may build on over the next few years. There is always a very good range of old tractors at Carrington and Malcolm Robinson gets great support from exhibitors. The feature this year was 80 years of Ferguson and what a display. Malcolm Robinson bought his 1918 Sawyer-Massey 20-40 which was pretty impressive. I do love to see all the old steel wheeled tractors and most of them were just behind our club stand so it was great this included Alan Sale with his Ferguson Brown model A with his restored Bomford side hay rake on the back. I think it's great to see the tractors with implements on the back, trailed or mounted but they take up a lot of room on a lorry and can be hard work moving about.



Thanks to Alex and his team for putting on a great show and for allowing our club to promote ourselves and thanks to all who supported our club stand.  
Gordon Carson





More Views at Carrington: On parade, David Buttriss driving M. Patrick's 1936 Ferguson Brown A followed by Terry Myhill with his 1949 Ferguson TEA 20



Darren Tebbit driving his 1965 Massey Ferguson 130



David Mycock driving a Ransomes owned by David Buttriss, also showing Matthew Hoy's 1953 International FCC on the Club Stand



The impressive 1918 Sawyer Massey 20-40 owned by M Robinson

Malcolm Mycock's Case Dex



Above: a 1947 Ruston Hornsby 7XHR, 40hp owned by David & Andrew Fox worked a line shaft in the River Board Worksops at Landing Lane, Riccall until 1987.

1934 Austin 10/4 saloon owned by P. Coupland



A good way to encourage interest in tractors for youngsters.





# Eastern Counties Vintage Show

Back in early April our club, with Matthew Hoy in charge once again put on a display at the Eastern Counties Vintage Show on the 9<sup>th</sup> & 10<sup>th</sup> April. The theme this year was 'tractors with matching ploughs' so we all pulled out the stops. Bryan and myself took the 1937 petrol/ TVO Massey Harris Challenger which came from the Peter Bourne sale. On the back was a Massey Harris no 26 2 furrow plough. Both the tractor and plough used to work together at Toddington Manor and we purchased the plough to reunite the pair once again. We also took the 1941 petrol/TVO John Deere model B which has been on Bryan's farm from new. On the back was our single furrow John Deere silky plough. Matthew Hoy displayed his Farmall 1953 FCC with twin ploughs on the back. This tractor has got a 6volt electric start and hydraulics. David Mycock bought along his 1947 E27N and with a cab fitted with a P.M 2F plough. Malcolm Bush despite not feeling well that morning still came along with his awning display of John Deere models and memorabilia, if you haven't seen it next time it's out make sure you do it is stunning.

Our club secretary, Ted, put up a 6m x 4m marquee on his own and put out his petrol can display that is also is very impressive. In the centre we reused our fencing and made a ploughing area with Judy Webb's Fordson Dexta 1960 fitted with a 2 furrow Ransome plough, and Gavin Chapman's Fordson E27N 1948 fitted with a trailing plough. There were several others that kindly supported our club stand, this included Andrew Carpenter with his International B275, Terry Myhill with his County 1004 built in 1967, Mr D Savage also with his International B275, James Coward with his Marshal Model M, Dave Buttress with his 3 Ransom Crawlers, Stuart Bailey with his Fordson E27N, Terry and Wayne Mitchell with their 1951 case SI, Mrs Ros Lakey with her Ferguson 1955 TEF 20 & Mr Peter Alflatt brought along his 1958 Farmall Cub.

This show has certainly grown over the years with a very impressive display of commercial vehicles, one of the best I have seen. The real benefit is the amount of buildings they have to display things in, just like Gerald Gregory who brought his superb Turner motorcar built in Wolverhampton England 1914 and is the only known survivor. It was sold to a man in Cornwall who took delivery in June 1914 but then sadly went off to the First World War and never returned. His widow kept the car in the garage unused for over 44 years. This car is a 12/20 HP having a four cylinder 1822cc mono-block engine with high-tension magneto ignition and a zenith up draught carburettor. In 1914 this car would have cost you £285 and an extra £ 45 would have got you electric lighting and electric start up if required.

As we all know Turner made the Yeoman's of England tractors but most of us probably didn't know they also made Cars, aircraft landing legs etc including for the Lancaster Bomber and lorry gear boxes. Turner was taken over by Caterpillar Co and finally closed in 2014. Just a stunning looking car.

Unfortunately for us and the show it rained pretty much all day Saturday but Sunday was a great day. Well done to all who attended and supported our club stand and the show, we thank you all. Gordon Carson

## Maldon District Vintage Tractor Club Come to East Anglia

On Tuesday 10<sup>th</sup> May the Maldon District Vintage Tractor Club made the 3-hour coach trip down to East Anglia. I met several of the club members back in August 2015 at the Marsham Show so they contacted me early this year to arrange a visit to our collection. We don't have many coach visits but when we do its always great talking to new people about the tractors. It brings back all the good memories of how we came about them, why they were chosen and all the work that has gone into them. Grace always had an eye for something a bit different so on the odd occasion we came home without the chosen one, Bryan certainly knew about it and was never allowed to forget it. That was Grace though, she knew what she liked.

They all arrived about 10:15am on a wet and miserable day so unfortunately we didn't get the tractors out which is a shame but we can't control the weather. This group was the first to see the nearly finished Hart Parr 18-36 built in 1927, this is a 2-cylinder petrol/TVO tractor with 2 forward and

1 reverse gear. We provided them with refreshments and I think they all had a good morning. Myself, Bryan and Julie were there to show them round.

The next visit in the afternoon was to see the Gordon Easton's Collection so I would imagine they had a great day but probably a late night. Thank you to all those that came and I wish the club well.

Gordon Carson





# Junior Club

I received a beautifully written letter from one of our Junior Members, Sam Taylor which I would like to share with you. **Viv**

*Dear Vivien,*

*Here is my collection of tractors so far: 1942 Standard Fordson, 1958 Ferguson diesel Vineyard, 1938 Standard Fordson and last of all is my favourite 1980 MTO USA Red tractor with 7 gears Briggs and Stretton engine.*

*I would like to thank you for the interesting visit to Coopers and the James Coward Collection. Very interesting and enjoyable.*

*Yours faithfully, Sam Taylor x*



WELCOME to new Junior Club Member, Freddie Young who joined us in May at our club's rally at Stradsett Park.

## Happy Birthday Wishes

To: Jayden Gay who was 6 years old on 24th June, Silas Hanant who was 8 years old on the 3rd July, Logan Freear who was 10 years old on the 5th July, Freddie Young who was 8 years old on July 6th, Harry Rayner who was 11 years old on 14th July, Kian Gay who was 5 years old on 15th August, Finley Creasey who will be 7 years old on 6th September, Nikoli Sparkes who is 11 years old on the 10th September, Sophie Hilton who will be 11 years old on the 14th October, Samuel Taylor who will be 10 years old on the 22nd October, Michael Prior who will be 15 years old on the 23rd November, Joshua Bird who will be 7 years old on the 26th November, Freddie Withers who will be 7 years old on the 14th November



To All Juniors: I would love to hear about your experiences at any vintage events that you have been enjoying during this summer. Email or write to me. See my Editorial for details. If you weren't at Stradsett and didn't receive your 'special gift', then contact me to arrange delivery or pick up.

Also you can order a new baseball cap, Polo shirt, Sweat Shirt, Hoodie or overalls all with club logo embroidered. Just call 01553 617653 or message me on 07799610357, or email [kalif2@btinternet.com](mailto:kalif2@btinternet.com) **Viv**

## Crank Up Club Visit Norfolk

On Saturday 18<sup>th</sup> June the 87<sup>th</sup> Crank Up Club Northants visited three Norfolk collections. They started with the Beba collection arriving around 10:30am. The tea urn was hot so all enjoyed a nice cup of tea/coffee on arrival. The weather was holding out after another rough week so we got several out to make it easier to look around. The Heider again seemed to interest people with the friction drive and the way the complete engine slides back and forth, it's quite fascinating for a machine from 1919.

They left us around 12pm and headed off to the Aviation Museum at Walton Highway. After they had spent some time there they then headed off to Mick Patrick's at Walpole St Andrew. You could actually look around Mick's for a week and still not see everything but, if you ask Mick anything about them he can tell you everything, his knowledge is amazing.

Lastly they visited the Woolpack for tea where Bryan, Julie and Mick joined them. Unfortunately, I was busy decorating at home to keep the wife happy (say no more). I hope they all had a good day and thanks for coming. **Gordon Carson**





# Visit to the Caterpillar Factory

On Tuesday 5<sup>th</sup> April 2016 over 50 club members met at Harrods Coaches in Downham Market for 7:30am departure. Most were paying on the day so there I was, with my list ticking them all off as they arrived and paid. This seemed to work well, all ticked as present and paid, or so I thought. So off we went and arrived at the factory about 9:40am. Rebecca Mulligan greeted us at the door and pointed us to the toilets and refreshments. Whilst we were having refreshments I was informed by the driver that we had left two people behind which confused me. It turned out that someone had paid for the missing pair but didn't realise themselves they weren't on the coach, no hope for me then. After the refreshments we had a very informative presentation. The company is one of the biggest construction companies in the world, with dealers in over 180 countries worldwide and turning over a staggering £55.2 billion. They employ over 10,000 people in the UK alone. Like most today everything is built to order. Each machine takes about 30 hours to build and each one has a rigorous 2000 point check list. At the factory in Leicester we visited, it was simply an assembly line and nothing is manufactured there. This particular factory has been going since 1950. After the presentation we then split up into groups and had a tour of the factory. As you would expect it was very interesting especially for myself as I love walking around these types of places, they never cease to amaze me. After the tour we had a look round the gift shop which gave everyone a chance to spend their hard earned cash. Then came the main event of the day, yes you guessed it, lunch time. We had a delicious 2 course meal which was served very efficiently. It was then time to look around the machines in the showroom and take some photos. Lastly we had a group photo by the CAT D8 H Crawler outside and then we set off home. We arrived back at Downham about 4:30pm which was the end of a brilliant day out.



Thank you to all that attended and to everyone at the factory.

Gordon Carson



This D&H (serial number 22A31) was originally built at the Caterpillar Glasgow plant on 11th February 1959. It has taken pride of place here outside the Visitors Centre because of the historic link Great Britain has with Caterpillar's Track-Type Tractor core product.

The D8 restoration team were: Lee Perkins, Charles Mas-sarella, Andrew Bates, Rod Booth, Bob Lang-ton, Dennis Webster, John Wilton, Alf Gal-lagher, Roger Perkins, John Cameron

Key Facts on the D&H

Weight including Dozer Blade 24.9 tonnes

Length including Dozer Blade 6.5 metres, width 2.74 metres, height 2.44 metres

Engine 6 cylinder tur-bocharged, producing 235 hp at 1300 rpm





# Summer Visit to 100 Year Old Local Company

On Thursday 9<sup>th</sup> June 2016 my eldest son's 26<sup>th</sup> birthday, we had our summer visit to Cooper Roller Bearings in King's Lynn. We had a great attendance with 45 meeting at 6:15pm for a 6:30pm start. We all got signed in and received our safety glasses. We then went into the presentation room where Ian Coafield gave us a very informative talk about the history of Coopers. Thomas Cooper founded the company back in 1894 and invented the split roller bearing. Not used on vintage tractors but clearly widely used around the world for mining, ships etc. They still use machine that are 70 years old, 108 grinding lathe built by Cooper specifically to make the bearing for the Jodrell bank telescope at The University of Manchester. This lathe has a 108" head that's 9ft ( 2750mm ) quite something. They also have new state of the art machines, some costing up to 1.5 million pounds. In the last 10 years they have invested nearly 20 million pounds in new machinery. When Ian started with the company 33 years ago 70% of what they provided was sold in the UK but now it is more like only 30%.

We have always had an interest in Coopers as my wife's father Graham Mitchell worked there for over 40 years but sadly passed away in 2012 but, her brother Dave has been there for over 25 years and still going strong. Julie Scott who is Bryans new partner, soon to be wife, also worked there for about 2 1/2 years over 55 years ago.

Thomas Cooper was very inventive and was not satisfied with just making bearings he also built steam diggers, cars, clutches and oddly enough hand bombs for the First World War. At Coopers King's Lynn they can make bearings from 35mm to 1500mm keeping virtually everything in house which is very unusual these days. They have their own foundry and forge. This is all done by there some 240 employees including salesmen around the world. With over 200 machines they make over 480 different parts producing over 38,000 bearings a year, with some costing as much as £ 80,000. In 2012 they received the Mayors award for Best Manufacturing Company. Amazingly 99% of the bearings sold around the world are sold all in one piece with only 1% being split so they have to work hard for their orders.

We were split into 2 groups, one was taken round by Ian and the other by Matthew Simmons. The factory tour started at the foundry then followed by the forge, then the machine room and finally dispatch. Unlike JCB, New Holland, Massey Ferguson and Caterpillar Coopers do make bearings up to 300mm for stock but anything bigger is made to order. A very special order can take from 8 – 30 weeks. The talk and tour took about 2 hours and the



two groups met back up again ready for a whole group photo. On behalf of the NVTEC-EA Group I would like to thank all who attended, and a special thank you to Coopers for allowing us to have an insight into what they do. Terry Myhill said to me on the way out, 'until tonight if I had read in the paper that Coopers had closed down I probably wouldn't have thought anything of it, but now I would think what a great loss to King's Lynn'. It really makes you think! **Gordon Carson**

## Malcolm's Latest Addition

In reply to Malcolm's question the other day on how this current issue was progressing I lamented that I didn't have much about stationary engines. Oh, said Malcolm, I've recently bought a stationary engine! No need to ask what make as I'm sure everyone knows that Malcolm has a passion for anything John Deere. So a 1926 John Deere 1.5hp type E, hit 'n miss manufactured by the Waterloo Gasol Engine Company in Iowa now takes its place in Malcolm's collection of 'All Things John Deere.' However, there was a problem as he couldn't get it running, but being in a club like ours has the advantage of help being available and Malcolm knew who to call for the help he needed. Ricky Kemp came to the rescue visiting three times to work on the engine and now it is running smoothly. A Big thank you to Ricky. **Viv**





# U.S.A. Trip part 2

By Darren Tebbitt

Day 3 was a Sunday, and the ideal time to take things a bit easier after two hectic days travelling. So it was planned to be a leisurely day - sightseeing in central Iowa en-route to Waterloo. So it was fortunate we arose at a reasonable time- else we might have missed breakfast! Unbeknown to us: that night (2<sup>nd</sup> Saturday in March) the USA switched to 'Summer timing' and the clocks had gone forward by an hour! We only learnt about the switch when checking out, as the foyer clock was an hour forward?

Our drive through Iowa was a road trip with an historic tractor flavour; setting off just after 10 am we headed north and east.

Previous visits to the states: have been in summer time when the crops are green and lush, but now we were experiencing rural Iowa in it's raw state- having just emerged from winter, and this was evident with snow still visible in the bottom of drainage levees. The soil was black and bare, and prompted a closer look. Soft and friable it was not unlike our own peat fenland, and looked easy working. Minimum tillage has been the norm in the Mid-West for decades, with large field-cultivators used instead of ploughing.

Travelling in a north-easterly step pattern (roads laid out in grids) we reached Charles City – the home of Hart Parr.

At 1.30 we walked into Dave's restaurant, to be greeted by the proprietor- who announced 'serving carvery today, eat all you can including dessert for \$9.99.' 'Lovely' said Malcolm! I know it's a cliché but we were spoilt for choice! At the end of our meal when we'd really eaten enough, and the restaurant was about to close: the waitress came round with a tray of sticky buns! It was so nice of her we couldn't say no could we? And what's more they were so moreish too!

We left Charles City stuffed like Christmas turkeys, and headed east; 80 miles later we reached Froelich. This small town or hamlet is named after it's famous father John Froelich the first person to build a tractor that could propel itself forwards and backwards. Joining with others he founded the Waterloo Gasoline Engine Company, which was bought out by John Deere in 1918. His achievements are noted on an historical marker in the town. There is a tractor museum there and preserved general store but sadly both are only open in summer. The scenery here in north-east Iowa (close to the Wisconsin border) is hilly and unpredictable, and quite different from the flat lands we'd seen before lunch.

Our final leg of the day was a 100 mile drive to Waterloo passing through Strawberry point where I was keen to see how K & A farm equipment were doing? I'd dropped into this fledgling MF dealership back in 2004, and spent sometime talking to it's inimitable owner Ken Altoff- one of the most enthusiastic Massey men I've ever met! He was the one who coined the phrase 'Nothing runs like a Deere- with a Massey behind it' – classic! Passing by, it was clear business is brisk as the company now has a second yard out of town too. Well-done Ken.

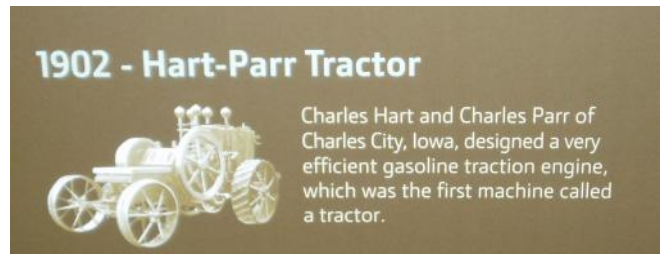
Our evening meal was at Applebees in Waverly, across the road from the mighty 'Titan Machinery' Case IH dealership- one the biggest dealerships in the State and despite it being March boasted a full line of combines! Gary is a Case IH fan and requested we return in trading hours to take a closer look? Just as night fell we rolled into Waterloo Iowa – the home of John Deere tractors.

Day 4. This was to be our day visiting John Deere factories, and this time Malcolm would get inside the facility, but sadly we cannot bring you any pictures as photography is forbidden. We kicked off with a standard one and a half hour tour of Tractor cab and assembly operations at the Donald Street tractor works, which is about 10 miles out of town.

Joining us on this very wet Monday morning was a local family and a couple of employees from the Deere factory in India. Our tour commenced with the obligatory introduction and safety video and a short walk to the trailer station. Here we boarded a couple of small trailers towed by a JD compact tractor.

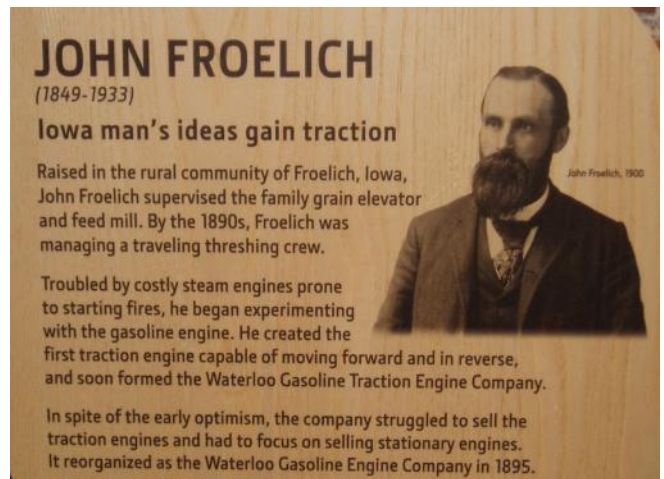
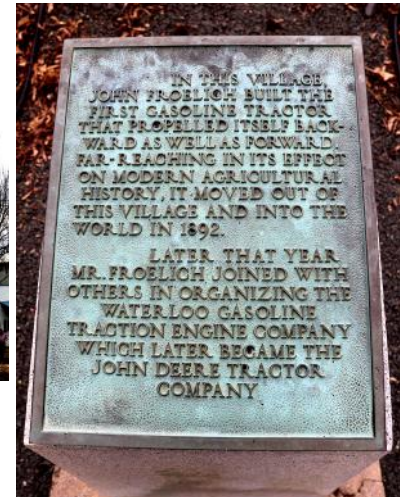
The tour majored on the new 9RX line and cab assembly. This was because painting and other model lines were out of bounds due to a refit-taking place. The giant new 9RX articulated tracked tractor is Deere's answer to the Case Quad-trac. The tour ended with a look at four Classic heritage tractors on display, including the last 4440 made in 1982, and first prototype 8100 series from 1994. We departed just after Noon, and just had time to grab a quick lunch at Subway, before our tour of JD transmission division began at 1.00pm.

Located on the old Westfield factory site we didn't have far to drive, and were joined by the Indian employees again.



1902 - Hart-Parr Tractor

Charles Hart and Charles Parr of Charles City, Iowa, designed a very efficient gasoline traction engine, which was the first machine called a tractor.



Malcolm admiring the John Deere E engine- he owns another



This manufacturing facility is getting very mechanised, with robots now handling components in and out of CNC machines. The very few employees we did see were only there to check the tolerances of parts rejected by the robotic checkers!

With a couple of spare hours on our hands we returned to Waverly and visited Titan's yard to view the large selection of modern Case IH machinery on display.

Afterwards our thoughts turned to how we were going to get purchases home? I'd already bought a couple of items too big for my suitcase and had more tractor parts on order for collection late in the week! The 24 hr Wal-Mart super centre in Waterloo did not disappoint, with plenty of plastic boxes in stock-, which just fit inside the airline luggage size limits. Young Gary was astounded when he saw 'guns openly on sale!' We'd seen them before. But we were surprised when the car headlights illuminated a mountain in front of us in the mall car park? On closer inspection it was just a pile of snow slowly melting away. We had truly just missed winter.

Monday would be our last night in Waterloo and we awoke to the sound of rain on the window and a lousy wet, misty Tuesday morning. But the weather didn't matter, as our attraction for this morning was the new John Deere Tractor and Engine museum. We arrived just before opening at 10.00am and once inside were impressed with the scope and quality of the museum. All the major milestones in JD tractor development are there- the Froelich replica, Dain, early Waterloo Boy, first 3010 etc. The museum which majors on the first 80 years of Waterloo Gasoline Engine Company/John Deere tractor manufacturing is excellent and a must see attraction when in town.

Fed and watered in town, we headed 60 miles south for Keystone, a small rural town surrounded by some of the best farmland in Iowa. We'd arranged to meet Darold Sindt to view his extensive John Deere tractor collection, and at approx 2.30pm we found 75-year-old Darold dusting his John Deere GPO. He guided us to the beginning of his tour and introduced us to 'Shovel'! - his best mate, a Vietnam veteran who collects JD engines.

The Sindt family used to run the John Deere dealership in town, but sold out to PK equipment in 2010, Son Derrick now runs an obsolete JD spares business and has an inventory running to thousands of new old stock tractor and implement parts. But their destiny could have been much different; if Darold had not been the chosen one in 1957- when local John Deere dealer Fred Schneider visited the high school looking for an apprentice. Darold was chosen for his ability in maths, and in due course took over the business at age 27 in 1968. The Sindt collection is huge in width and depth; it has almost every model of John Deere tractor from 1920-1970. And within some unique derivatives you will not see elsewhere, such as the one and only John Deere Blindemann crawler!

We spent an enjoyable three hours touring three buildings packed full of tractors, but had to miss Darold's other building located the other side of the river due to bridge repairs. Instead Darold took us on a tour of the town and his extensive junkyard where parts of tractors and implements reside. Whilst driving round the town Malcolm spotted a Case tractor sitting in a garden, Darold said 'it's only one of those 'Can't Afford Something Else!' tractors'. Clearly tractor brand banter still is alive and well!

Located just a few miles off the main highway from Moline to Waterloo- Darold regularly entertains visitors passing between these two main John Deere manufacturing locations. After a drink and chips in the local bar, we said our farewell's and headed south west for Cedar rapids and tea, a late one at nearly 7.00 pm. We drove to Moline in very heavy rain, arriving just before 10.00pm.

We were now in Quad Cities and looking forward to four days at the Gathering of the Green 'John Deere winter conference'. But that report will have to wait for next time!



Inside the JD Museum



The oldest Waterloo Boy Tractor known in existence- this one has head and block cast in one!

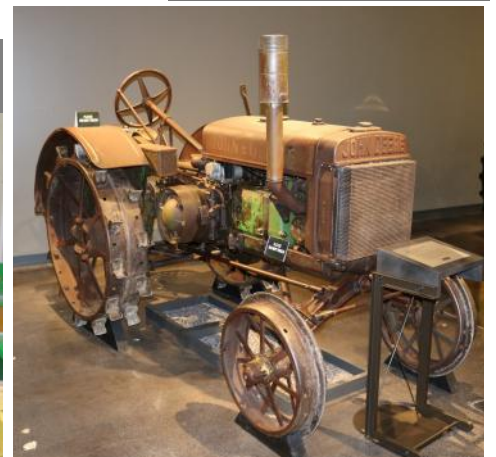
Darold Sindt tractor collection- Darold talks to Darren about the Model D



WA17 and 8020 the largest models of the 60's and 2 of the rarest John Deere tractors of all time



The Froelich replica at the John Deere tractor and Engine Museum



Early 1924 Spoker John Deere D



Replica of prototype D Crawler

Darold's new generation Multi-cylinder tractor shed





# Hockwold Country Fair

On Sunday 5<sup>th</sup> June myself, my son Andrew and his wife Kate travelled the short 30 miles to the Hockwold Show. The early morning was a bit overcast but the sun soon broke through. We arrived about 9am to a warm welcome. We parked up and soon got unloaded with the 1954 Turner Yeoman of England Series 3 and the 1963 International B275. There was only about 40 or so tractors, stewarded by Judy Webb, but a very good variety. Mike and Liz Hornegold who I have got to know well over the past couple of years took along their Marshall 302, 1800cc, 30HP tractor that started its life at Bideford council in 1983, presumably cutting grass and other duties. They brought it in October 2015 from a farm in Yorkshire where it had also been used for grass cutting on a cricket field. Mr Hornigold is in the process of refurbishing the tractor and is intending to do the cab next winter. This is quite interesting as this model was designed in the early 60's by Ferguson research for BMC, the first ones. The BMC Mini Tractor had a 16HP diesel engine. Later for a bit more power they put in a modified mini petrol engine, again 950cc. With the need for even more power they then fitted a 1500cc diesel engine and called it a Nuffield 4/25. Following this they called it the Leyland 154 by now in blue livery built at Bathgate in Scotland and the BMC plant in Turkey produced these for a while with several variations combining into what then became the Leyland 302 with the 1800cc Sherpa Engine. When Leyland ceased production Marshall of Gainsborough marketed it as the Marshall 302 just astonishing.

The day was great but the time passed very quickly. This is a very little show but has tractors, trade stands, cars, commercials, motorcycles, full size steam engine, miniature steam, children's area and catering just a great day out for the family.

The National Vintage Tractor and Engine Club members support the show very well with many familiar faces around. The ring was busy most of the day with the tractors going round the ring at 400pm. Alan Creasy took his petrol TVO 1930 Twin City round and it ran very well. Another nice little tractor was one that attended our first ever Vintage rally back in 1974. This was a single cylinder Normag NZ still with the same owner. The day soon came to an end and we all loaded up and was on our way home just after 5pm. Thanks to all involved.

**Gordon Carson**



Marshall 301 belonging to Liz & Mike Hornigold



Denzel Mayes in his BMC Mini Tractor, Judy Webb in her Ford 400, Alan Creasey relaxing alongside his Twin City, and H. Everitt's 1950 Normag



# Downham Market Carnival

The Downham Market Carnival was held on Bank Holiday Monday 30th May. The theme chosen to commemorate the Queen's 90th birthday was 'Celebrating the New Elizabethan Age' bringing



back some of the carnival traditions including the Carnival King, Queen and Princesses. This year we entered 9 tractors and a few classic cars leaving Heygates Mill at 12.15pm and reaching the Howdale at about 1.15pm. Blustery winds did not deter people from turning out to see a very big parade of vintage tractors and cars, buses, a fire engine and many floats. For the first time our club led the parade with tractors first followed by classic cars. The weather this year was a bit cooler so there were fewer people lining the streets but many more greeted us when we reached The Howdale.

Chris Deeble from Heacham won the fancy dress prize dressed as The Queen.

Many thanks to all our members who took part and lets hope we can get a few more tractors and classic cars to enter next year. **David Askew**



# St. Botolph's Road Run

I felt it a privilege to be asked to exhibit at this event. The whole day was a pleasure with great weather and very helpful stewards who went out of their way to make everybody welcome. The free event attracted a very large crowd, all of whom enjoyed the day, and seemed genuinely interested in the exhibits on show. The inclusion of cream teas, ice cream and hot snacks helped to make the day an enjoyable family day out.

The enthusiasm generated by Roger Coe and his helpers clearly permeated to everybody. In addition it was really pleasing to see so many club members supporting this independently organised event.

The tractor road run included approximately 40 entrants with a strong back up support team in case of unexpected problems. Roger Coe lead the run with his Case LA and trailer. Roger confirmed the amazing proceeds of the day £5,600 will go to the St Botolph's .Restoration Fund. Very well done to all involved. **Ted Gray**





# A Visit to the James Coward Collection



James with his 1934 Caterpillar 35 diesel which is the first one to be made.

The advert in the June Vintage Torque said 'Rare Visit Opportunity Not To Be Missed' so of course Ted and I had to go. The advert also said 'no need to book but please be prompt.' So we set off from home in plenty of time to get to Singlesole Farm where James Coward has his collection of tractors, steamers, stationary engines and cars. Heading towards the A47 we noticed on the Sat Nav that there was a hold up so we veered off towards the A17 only to find that road was closed and a traffic cop directed us back to where we came from. Mmm. After negotiating a few minor roads and a hold up in Wisbech it became clear that we weren't going to be prompt. At last, nearly there we turned in to what we thought was the farm but was actually one with a similar name. We were redirected by the farmer who obviously had had a few others turning in by mistake. We arrived a good half hour late but other delayed visitors



Reg and Malcolm enjoying the visit



Junior Club member Sam Taylor chose to be photographed standing in front of James' 1927 Fordson F that he's owned for 10 years.

tors turned up after us with their tales of woe on the roads. However, the torrential rain had passed over and whilst we viewed a really interesting collection along with several of our club members we were treated to a lovely spread of cakes and savouries with tea, coffee or soft drinks. Marvellous! Well worth the journey and a big thank you to all who arranged and contributed to a good club visit! Viv



New Junior Club member Georgie Collison standing by a Case model S owned by Charles Heading

1942 Marshall M running a log saw in the capable hands of Julian Smith who helps James



1950 Turner Yeoman of England Mk 11 owned by James Coward







## The birth of a lifelong interest for James Coward.

As a young lad of 12 years old James' parents made the mistake of taking him to a sale at Brian Mack's in Barroway Drove. James took a shine to a steamer he saw but his father told him he couldn't have one of those, they didn't have a low loader and they didn't understand them, but he could have an old tractor if he saved up his pocket money. Determined, James went to work on a farm for half a crown an hour (15 1/2p in today's money) and saved up £90 to buy his first tractor, a 1938 John Deere BR. This was the start of a lifelong interest that has evolved into a collection of various vintage machinery which he generously shared with us on our visit. Gerald Gregory and Charles Heading also contributed to the display of machinery with their exhibits.

Above Left: This 1948 Jaguar SE Model 1.5 litre has been with James for 2 years. It has a sun roof, wide bumpers, heater/air conditioning and runs at 22mpg. The Jaguar company which began in the 1930's was originally called SS but when W.W2 came it was not a good name to have so it was changed to Jaguar. Designer William Lyons wanted a car that looked like a Bentley but cost half the price.



Left is a 1939 Armstrong Sidley. 1200 were made before the war but only 200 of this style ie Tickford Conversion (convertible) It was restored in Scotland and James has owned it for 5 years+. In the background is a Triumph Stag owned by Brian Knights. (I always wanted one of these when I was younger!)

Below right is Ken Pearman alongside Gerald Gregory's 1914 Turner Car which is the only known one in existence. He's owned it for just over a year. It was originally bought brand new by a man in Corn-



wall who subsequently was posted to France in WW1 where he died. His widow kept the car until 1958 when she died and the car went to the Cheddar Gorge Museum. Eventually the car was purchased, restored and Gerald became the 5th owner.

Left: This Tuxford Portable Steam Engine 2nhp started work in 1880 doing light duties on farms such as grinding corn in place of a stationary engine. In 1947 it went for preservation with R.H. Clarke. It was then used for well drilling until James purchased it about 10/12 years ago.

Right: 1919 Ransomes steamer (green) which worked from new, thrashing, in Derbyshire then farmed at March with Moreton & Shepper-



ton. In 1953 after being saved from being scrapped it was bought by Roy Pratt for preservation. It has been with James for 18 years. The traction engine on the right is a 1901 8nhp which was new to Richard Rainford at Altcar and used for threshing. In 1910 it went back to Burrells and then to Mornent & Ray at East Harling where it was used for dredging and land reclamation. Later when Moreton & Ray were taken over it was sold for scrap and towed by another traction engine from West Lynn to Holbeach. One third of a back wheel was cut off and used as part of an archway. However, it was saved from being scrapped and in 1953 with the wheel replaced it was towed by a John Deere model D tractor to Gedney, an event that made the local newspapers. James bought the engine the day after his 40th birthday, 20 years ago.

Right: shows a rare 1919 Scemia owned by James of which only 8 or 9 survive. Gordon has supplied this picture as the tractor was in a building and not easy to photograph well. SCERIA stands for *the Societe de Construction et d'Entretien de Materiael Industriel et Agricole* who reached an agreement with British Saunderson company in 1918 to build their Universal tractors under license in France. But with poorly constructed engines many failed and in the mid 1920's the Amadou company of Saint-Gratien offered replacement single cylinder semi-diesel engines. James' Scemia is the oldest surviving model, a U-20 still with its original engine. James bought it about 22 years ago when it was in pieces. Its restoration was put on hold for a while until he was able to work on it. **Viv**





# Chairman's Chat

Secretary Ted Gray writes on behalf of Henry

Along with many of you Henry is very busy at this time and has asked me to provide his contribution to this issue.

*'I very much hope that you have enjoyed taking part in the rallies held to date in spite of some being called off as a result of land conditions and that the events still to be held will prove to be successful. The Ramsey Vintage Rally, now to be held at Floods Ferry, is a result of the land owners increasing their fee making the event financially non-viable and a switch of venue necessary.'*

Henry hopes to take part in the Marsham Rally with his newly completed miniature tractor puller named the Bug Buster. No doubt, this will be reported in the next edition of VT (win or lose).

## Editor

When I was young my father always said to me: 'if you are going to do something, do it properly or don't do it at all.' These words have been with me throughout my life and have made me strong and determined. Therefore when Ted came home from a club committee meeting having just taken up the role of club secretary (possibly 2004 or earlier) and said, 'the club needs a newsletter editor,' I thought, well, it's time for a new challenge and so I took up the role. I didn't know anything about tractors apart from thinking they were used on farms and had 4 wheels. I had no idea that they also come with 3 wheels, tracks and steel wheels. My first writings spoke about 'Alice Charmer' ...and apart from the late, dear George MacDonald who pointed out my mistake, nobody enlightened me. I understood even less about stationary engines but at least Ted was on hand to help me there as he used to exhibit a Lister D, a Ruston Hornsby and many others. I'm sure I must have made some more howlers along the years and I've yet to achieve a 100% perfect issue but for sure I have learnt a fair amount, not just about tractors and engines but also about our club's philosophy...**'preserving our heritage for future generations.'** So much skill, expertise and knowledge is in the hands of our members together with fine examples of machinery. We need to make sure that we do not lose this and to ensure against loss we all need to be proactive in promoting our club and gaining new, younger members. There is no room for negative thinking. 'Can't do it' has never been in my vocabulary, rather, 'ok there may be some snags but we will find a way.' I have come to realise that serving on the committee means making a commitment and taking responsibility for whatever role you undertake. I try to look for ways to develop the identity of our club and to make members proud to be recognised and so I introduced the 'Club Clothing' which is successfully run as a service to members as opposed to a profit making enterprise. Wearing club clothing makes us immediately recognisable when out at rallies and it gives me a proud feeling when one of our members, complete with club cap or sweatshirt receives a trophy at a rally. Also I set up the Junior Club in order to promote the fledgling interest of our young ones and hopefully encourage them in a life long interest. Junior Members now number 23. On making the 'Tractor Spotter' and 'Engine Spotter' books, exclusive to Junior Members and enthusiastically sponsored by some committee members, I learnt much about the history of these machines and thus became to regard them as beautiful. I never would have dreamt that in the early stages of my involvement I would have seen beauty in a tractor or an engine! As the years have gone by the A5 2 page newsletter became the A4 size 'Vintage Torque' then progressed to front and back pages in colour until I persuaded the committee to endorse full colour and then to agree to printing 16 pages. I feel satisfied because this would not have been possible without club members' participation, sending in articles, telling me their stories and letting me take their photographs for inclusion in the newsletter. I merely put together that which I am sent. When I look at my computer screen as I edit the current issue I see proud people parading their machines in the ring or polishing up their exhibit or collecting their trophy or enjoying an arranged visit and I now recognise these people and I feel enriched to know you. I look forward to receiving your articles however brief and your photographs. Keep sending them in please and any comments you wish to make. Viv

ps. I do need more about stationary engines please.

Mrs Vivien Gray: Vintage Torque Editor, Junior Club Organiser and Club Clothing  
Laurel Bank, School Road, St Germans, King's Lynn PE34 3DR 01553617653  
[kalif2@btinternet.com](mailto:kalif2@btinternet.com)

*'It was pleasing to note how successful the summers visits have been and that they were enjoyed by so many members including some of our junior members.'*

Please give David Mycock your support at the **Working Weekend and Ploughing Match** to be held on 3rd and 4th September at a new venue, Smeeth Farm, Beechamwell with all the additional work this has involved. Entry forms and further information can be obtained directly from David Mycock or download from our website.'

## Membership Matters

Hi every one

We are now three quarters of the way through the year and we have been drowned in torrential rain causing many rallies to be cancelled and then we've been scorched under the sun. Well it's possible that September weather will settle down and hopefully be a warm one so 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. Your magazine will not reach you if I don't know the changes.

Mrs Chris Hunt, 14 The Paddocks, Downham Market, Norfolk PE38 9JA  
01366 388907

### Notification of the Annual General Meeting of the

#### National Vintage Tractor and Engine Club

#### East Anglia Group

It will take place on Thursday November 17th 2016

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

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 2016





## 3rd & 4th September 2016 Working Weekend & Ploughing Match

This is a new venue by kind permission of Hugh Mason Smeeth Farm,  
Beechamwell, off A1122) Swaffham PE33 9DL

Experience the real working environment  
Get help from knowledgeable people  
Enjoy the experience without pressure  
Or test your skills against others in the  
ploughing match.

A trophy will be awarded to the winner



Camping and refreshments on site.  
Donations for charity MIACS reg:  
no: 1164937 All entries to be  
covered by a Public Liability Policy

For entry forms and further information  
contact the organiser :

David Mycock 01366 500879

07977337095 or go to our website:

[www.nvtec-ea.org.uk](http://www.nvtec-ea.org.uk)



### NVTEC East Anglia Group Contact Details for Officers and Committee 2016

Mr Henry Howlett: Chairman [howlettjean@yahoo.co.uk](mailto:howlettjean@yahoo.co.uk) 01945870575  
07785915647

Mr Ted Gray: Secretary, Stradsett Trade Stands & Bygones 01553617653  
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Mr Gordon Carson: Stradsett Rally Organiser, Publicity Officer 01945880091  
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Mrs Chris Hunt: Membership Secretary [membership@nvtec-ea.org.uk](mailto:membership@nvtec-ea.org.uk)  
01366388907

Mrs Judy Webb: Vice Chair, Stradsett Cars/Bikes/Commercials etc 01366728776  
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Mrs Jayne Carson: Treasurer 01945880091

Mr David Askew: Road Run Organiser 01945430481 07748287107  
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07831438311

Mr Jon Moulis: Stradsett Steward [jonmoulis@aol.com](mailto:jonmoulis@aol.com) 01406550412  
07715257158

Mr Alan Whiteman: Stradsett Steward 01945430483

# Diary Dates

Boston Steam & Vintage Festival 3rd & 4th September 01205366018

Haddenham Steam Rally 10th & 11th September 01487842771

Little Casterton Working Weekend 17th & 18th September

**Tony's Trosh, harvesting & ploughing through the ages 10th & 11th September**  
11am to 5pm each day North side of B1145 between Bawdswell and Billingford.  
Entry/parking £5 Come and help with the harvest using heritage machines and  
taste the result. Stationary engines, stalls, tombola, food and bar. Carboot on  
Sunday, £5 per pitch. Contact Tony Hood 01362 688281 Kevin Roye 01362  
684213

Tracks & Steel Wheels, Sunday October 9th 10.30am onwards at Holt Road,  
North Elmham. In aid of Big C Centre No: 281730 For more details contact  
Neville Websdale : 07881805368

Newark 12th & 13th November 07802241035 For enquiries re: Club Stand  
please contact Gordon Carson on 07860658767

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](http://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)



## 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 20th: John Cushing on the Thursford Collection

November 17th: Annual General Meeting

December 8th: Robbie Thorpe with a talk about machinery  
(please note that this is a revised date and subject to confirma-  
tion)

January 19th: Trues Yard, Fisher Fleet

February 16th: Roger Rawson with a Pictorial History of  
Wisbech.

March 16th: Kevin Salford on Wildlife Photography

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

## Club Clothing

We have several items in stock as follows: Grey Base-  
ball 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 at foot of editorial.  
Items not in stock take about 3 weeks to deliver. If you have any other  
requests for clothing please ask me. Viv



# Weeting Steam Rally

Well July has flown by, but not before we take our annual holiday at Costa del Weeting – aka Weeting Steam rally and Country Show. A nice relaxed break for us and a good time to meet up with friends and fellow rally enthusiasts. Held by kind permission of Richard Parrot at Fengate Farm, for me this show has seen somewhat of a turnaround in the last couple of years and is continuing to improve. The weather was kind when we set up “camp”, this continued right through the weekend which is always good for drawing in the public. On Saturday there was the usual Auction, not sure what prices the lots were making as I did not venture over there for fear of parting with some cash on something would have caught my eye for sure !!!

There was a large and varied selection of exhibitors in all sections, giving the public and exhibitors plenty to see. Supported by ring events, tank rides, helicopter flights, fair-ground, working steam engines, road making displays, threshing display and working tractors out on the field, the show flowed and was busy throughout the 3 days. Evening entertainment in the beer tent on Friday was provided by the ever popular Dr Busker,

with other music being provided on the Saturday.

I myself took part in the ladies ploughing competition – the first year a prize has been given for this- kindly donated by Jim Mawer. It was my first time out ploughing with Ford 4000 and Ransomes plough (kindly on loan from fellow member Ian Long), I had some support in setting it up and was pleased with how well I coped with the change from my usual grey Fergie outfit. The winner was Diane Buddle (Warboys), other competitors were Ros Lakey and Sarah Tween. We all had a good time and as they say practice makes perfect – not sure if I will ever be that !!! Another match took place on Sunday, with Jim Mawer as the winner.

All too soon the last parade of the weekend arrived, it was still hot and busy around the showground, we made our way to the main ring I was waiting in line and was surprised when Mike Curtis stopped me and asked me to stay in the ring after I had done my circuit. I stayed behind with the Ford 4000 and other exhibitors from the sections and awaited my fate !! My name was called and I had been awarded The Carson Shield for 1950's onwards tractor – absolutely gobsmacked as if you have seen the Ford it's not without its issues – missing glass, hand painted with hairs from brush included !! I guess as the saying goes beauty is in the eye of the beholder, thank you Mr Judge who ever you were.

To top the weekend the presentation continued and our group members walked away with a further 3 trophies – Keith Gore - International, Ashley Kidd – Fordson Standard and Junior Club member Rees Enefer- Harrison – John Deere. For Ashley and Rees it was their first time exhibiting at Weeting.



It goes to say that the show cannot run without its army of helpers, so I would like to say a big a thank you to all involved with the show in any way no matter how large or small, you enabled me and many others to have a great weekend.  
**Judy Webb**



If you have enjoyed this newsletter, don't throw it away! Leave it in a waiting room or pass it on to someone else and maybe it will encourage them to join our club. *Gordon Carson: Publicity Officer for NVTEC-EA Group*