



Vintage Torque

DECEMBER 2016

Editor Viv Gray

Wishing You a Merry Christmas and a Happy New Year



with Good Health and Great Rallying in 2017



Working Weekend

New Organiser, New Venue, Fantastic Weekend



Pop Dauveney with his Ford 3000 Super Dexta 880 Reg Matless with his 1955 Ferguson



Neville Alderton with his McCormick B250 and B12 plough Terry Myhill with his 1967 International 434



Alan Rogerson with his Massey Ferguson 35



Our annual Working Weekend was held this year on 3rd and 4th September. The previous organiser, Malcolm Mycock handed over the reins to his son David and his first task was to find a new venue as was reported in the last Vintage Torque issue. With the help of Matthew Hoy they secured roughly 100 acres at Hugh Mason's farm just up the road from Stradsett. As a result of a tragedy at the farm Mr Mason set up the charity Moth in a China Shop to raise awareness of the danger of farms. On their farm they grow a lot of oil seed rape and produce a variety of flavours for baking and cooking which they now sell to Tesco's etc. You can find out more on their website at www.mrhughes.co.uk.

The farm manager, Chris Legg, oversaw the weekend and just couldn't do enough for us all. Mark Funge and his wife and daughter ran the snack bar. They made sure we had tea, coffee, burgers, sausage roll and bacon rolls. We couldn't have dreamed of such support from a farm and we thank you all. The weather started out well on Saturday morning but as predicted, heavy rain set in at around 2:30pm which certainly dampened things to say the least. On the other hand, it did give us a chance to see how the land handles the rain. Sunday morning dawned bright and dry and the field was fine.

Even though we had a new venue it was the best supported working weekend our club has had for a long time. David and his wife Claire also organised an excellent raffle, in fact, the whole weekend was incredible. To move venue after so many years and put on an event to this scale was a huge credit to David, Matthew and Mason Farms. This is our hobby and it is great to see other younger people stepping up and giving their time free of charge to put on events for other club members to enjoy themselves. I myself had a very informative weekend as there was a nice little John Deere BR with what I now know is a dynastart. This is a starter motor that automatically changes from starter to dynamo once it reaches a certain speed. Normally this is once the engine has started, removing the need to remove or loosen drive belts once the engine has started which is normally a bit dangerous. Peter Caley was happily working away on his Massey Harris 744S with a Ransome drag. The tractor was new to that farm and it was where Peter had worked and also where he bought the tractor many years ago. Let's all remember all the working weekends, road runs and rallies are for us all to enjoy our hobby, however we all try to raise money for worthy local charity's at the same time. Over this weekend this event managed to raise just under £1500 for Moth in a China Shop.

One Junior Club member, 9-year-old Sam Taylor was very happy having a go on his 1980 Super II with harrow. My first experience of ploughing was sitting on the wing of a Fordson Super Major 40 years ago when I was just 11. John Burgess was ploughing with a single furrow non reversible Ransome plough which meant we had to go in a square.

Gordon Carson

Photographs by Viv. Please go to our website to see Gordon's photographs of the weekend



Brian Powers with his 1962 Fordson Super Mick Brown with his 1953 Ferguson



David Askew with his Fordson Len Cullen with his 1952 Ferguson



Gavin Bradford with his Massey Ferguson 135 won the modified mounted class



Working Weekend continued



Ashley Kidd with his 1947 Ford E27N and Ransomes Elite plough, 2nd time out ploughing.



Alan Foster with his 1965 Allis Chalmers ED40



left: Roy Grief with his Cat D2

right: Peter Copeman with his Fordson 'Carrot Cruncher'



Left: Ian Thomson with his Mitsubishi D1600 and David Buttriss with his Ransomes

right: Jackie Thomson won the Horticultural class with her Hinomoto Best E16



Junior Club member Sam Taylor worked both days with his Super 11 with personal number plate 'SAM10' trailing a set of chain harrows



Right: Junior Club member Finley Creasey enjoying his day out aboard Peter and Ashley Kidd's Fordson E27N

below: Ted Maile put on a good display with his home made lathe powered by a 1945 Wolseley WD2 engine.



Tracks & Steel Wheels

The noise of spikey wheeled tractors and vintage crawlers, large and small reverberated through a North Elmham field on October 9th to raise money for the Big C Centre at the Norfolk and Norwich Hospital. By 10am area locals were starting to appear in their droves to see the action of vintage equipment in progress of ploughing a whole field. We do not charge any fees to plough or enter but rely on donations. We also have a giant raffle and one or two side stalls. We raised a total of £2,842.02. We thank the Bidewell family for the use of the land and also farm manager Anthony Seaman for his support. Also thanks to all

the helpers for the raffle, stalls, cleaning and greasing up of machinery and those guiding the traffic.

Next year's date is October 8th.

Sally and Neville Websdale

Pictures by Judy Webb, Ian Long and Malcolm Bush



CONGRATULATIONS TO ALL THE WINNERS AT THE WORKING WEEKEND

Horticultural Class: Jackie Thomson

Trailed Class: Shaun Garrod

Mounted Class: Alex Crisp

Modified Mounted Class: Gavin Bradford

Chris Legge presented the prizes to the worthy winners



Have a look on the Junior Club page on how to win a tractor for £1

The winner will be announced at next year's Working Weekend.



Earls Barton Rally & Country Fayre



This is one show that I always look forward to. Ted and I arrived on Friday afternoon under a blazing sun and were soon allocated our pitch. We have bought an air awning to make life easier and it really did just that so by 5pm Ted was ready to go for a walk-about. The dogs and I declined to go with him as it was 'scorchio' so we lurked in the shade. Next morning, cooler thank goodness, and after a lovely walk with the dogs along the Nene to the fishing lake, the clouds came over and torrential rain set in for the day. What a shame! However Sunday and Monday the weather improved and the show went on. For £8 entry fee it was once again, a really good show with a well balanced vintage selection, country crafts, rural activities, interesting ring displays and not forgetting the trade stands and craft tent. There are always some interesting stories behind the exhibits and I find it fascinating to learn about the efforts and diligence that people apply to restoring their exhibits.



The Old Forge in Peterborough run by Robert Mason and his 82 year old father was on display again. 10 machines run by a 1942 Lister C5 including a 100 year old lathe. A recent addition to this display is a rare bobbin lathe (see left) being one of only 2, the other being in a lace Making Museum in Windermere. This machine was under secondment in WW2 to make switchboard pegs for the RAF.

Graham Turner stepped into Tony Bradfield's shoes at the last minute (due to ill health) and organised a good stationary engine line. He is shown here with a 1929 Hercules S Type 1.75hp bought January 2016 running a Band Saw Sharpener recovered in 2015 from North Wales.



Owned and finished by Barry Burden a Petter A2 Cutaway Section engine.

The cutting is done with a cutting disc in a 9 inch angle grinder. It's a case of 3 days looking at it followed by half an hour cutting. After which you either have an exhibit or a pile of scrap. Also shown, a Hartop H 1hp. These engines were mostly made in the 30's by Frank Hartop & sons and were available for customers to build themselves or as a finished engine.



left: 1918 Amanco 3hp owned by Carolyn Gowen



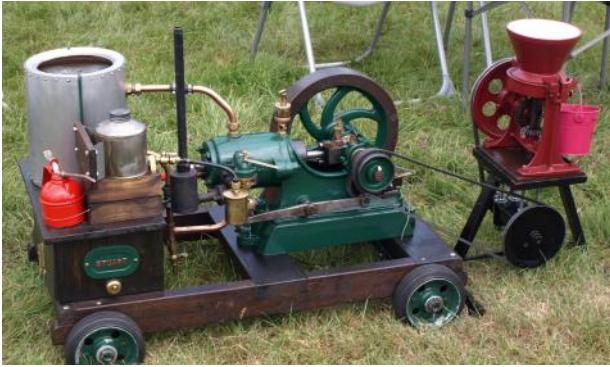
Below: 1949 Wolsley W D 8 found lonely and lost in an old barn and refurbished by owner S.Shepherd



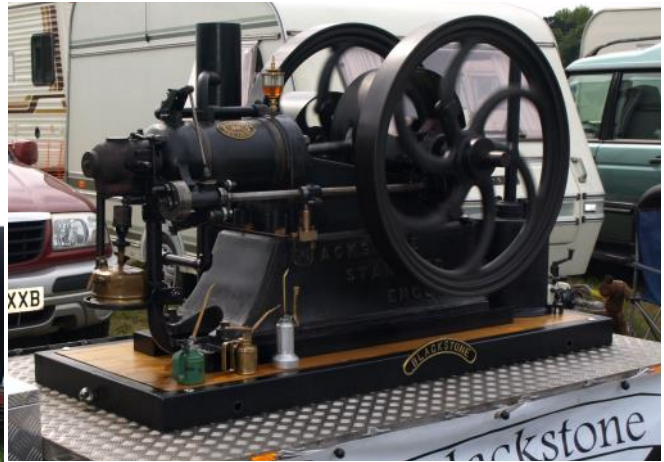
Left: Mervyn Gathercole with his 1972 Colt that worked as a digging machine for Fenland District Council

Right: Owned by Robert Boddington since 2015 a 1947 Pattison/Fordson Groundsmans Tractor used by the Co-Op Sportsground at Brentford Middx. Sold for scrap, was bought and restored and has had several owners since. Capable of doing up to 10mph





Left: Owned by Peter Foster a 1920 Stuart Turner 3.5hp. This engine was supplied in 1920 as a set of castings at a cost of £2.10s and machined as a school project by Mr Peck at North Walsham College. Mr Peck then used the engine in his engineering business (Withers Engineers of Stalham, Norfolk) to charge accumulators. The mill was used for grinding red lead to mix with linseed oil to make red lead paint.



Owned by Cedric & Janet Smith and weighing a little under a ton, a 1906 Blackstone 4hp first registered to Mr Draydon, Bodmin, Cornwall spending most of its life driving a water pump to supply a country house.

Ray Sweeting built his 6inch Savage Road locomotive based on the Savage Little Samson Steam Tractor. Originally a carpenter with little engineering skills Ray's choice of model was based on its rarity value. He obtained drawings and castings from Edward George of Little Samson Models of Cambridge and fabricated the rest of the parts himself. It took 3 years of dedicated labour from 2011 to the first rally in October 1914 at the Midlands Model Engineering Exhibition. In the first year of rallying Ray won three trophies for his model which he has named 'Thatsit'. Savages of King's Lynn was a general engineering firm started in 1850 by Frederick Savage making steam engines of all types, agricultural equipment and fairground rides in particular. Only 1 original complete traction engine survives, no: 474 of 1889 with 2 replica full size traction engines being built in 1975 to Savage Bros design.



1933 Fowler Showman converted from a steam roller owned by Mr A, Perrett, and a 1928 Ruston & Hornsby 10 ton Steam Roller retired into preservation in 1962 and later acquired by Mr & Mrs LeCount in 1988

1964 Lambretta Special owned by Les Cowler. Note the converted petrol can, now useful as a storage container! (Ted not very impressed)



Below Right: Hilary and John preparing to go to the ring for the Midlands Bernese Carters Display. Shown here with 5 months old Jenna and Molly and Susie. The milk cart is a replica Swiss type made by Brian Boyd. In their native Switzerland the Bernese dogs were general purpose farm dogs used for herding the cattle between the farms and the high alpine pastures. One of the main things that they were used for was draught work, pulling their small carts laden with produce between the farms and the dairies.

Below: Ted's petrol can display



Food & Farming Day at the East of England Showground

At the Stradsett Rally 2016 James Cowan approached Matthew Hoy and myself with reference to supporting the food and farming day for school children. This was going to be held at the East of England Showground on the 1st July but run by the East of England Agricultural society. This event is in its 3rd year and James is in charge of providing the children with the experience of some older agricultural machinery.

The event is aimed at educating children about "where food comes from" NOT Tesco's and what it takes to grow and harvest the crops. Matthew Hoy took along his 1953 Farmall FCC petrol/TVO with 6volt electric start, Bryan and myself took along the 1949 John Deere Model D with 12volt electric start, hand clutch and again petrol/TVO. We also managed to take along the 1957 Fordson Major which Bryan took great pleasure in driving around and around the ring. We could not stop him which was surprising considering that when he was about 17 years old he put one in a dyke, which finished upside down on top of him. He was lucky it was only a small dyke. There were a few others there along with James and his steam engine.

Unexpectedly we put on several ring displays starting with the steam engine followed by the vintage tractors and finally the modern display took their turn. Although I love the vintage stuff the modern display was impressive. They started with the plough, then the drag followed by the drill then it was on to the sprayer, fertiliser spreader and then the combine. After the combine came the bailer, well if you can just call it a bailer it was nearly as big as the combine. Lastly was the bale collection which was very impressive with the bull bar on the front of the tractor positioning the bale, then the draw bar on the trailer could be altered to make it off set so the spiked lift on the front could pick up the bale and put it straight on the trailer. This is certainly a bit easier than when I was a young 11-year-old helping out John & Rosemary Burgess at their cattle farm in Turves where I then lived. We use to bale and cart in over 21,000 standard bales of straw, hay and pea straw but the baler and sledge would just leave 8 bales loose in the field and it was my job to stack them neatly in eight's so the new stackvator could pick them up. You can probably tell by my writing and pronunciations that I was not one for school, so when we had to go back in September, some morning's I would go out early and stack the bales that had been baled the day before ready for collection. I have always enjoyed the outside life and clearly today it is much easier and efficient than it was even in my short time.

The weather was great which always helps. I would like to thank James for inviting us and all who worked hard to put the event on.

Gordon Carson



AGM Report & Presentation

We held our 2016 AGM on Thursday 17th November again at the Royston Park golf club. We had a good attendance and we thank all who came along to show their support. All but one of the committee agreed to stand for a further year and they were voted in on-block. Clive Richardson has stepped down so we thank him for his years of support and wish him well for the future.

This year we gave away a total of £7500 to local charities. This money was raised from our Spring Road Run, held in early April, our Stradsett Vintage Rally, held in early May and our Working Weekend held in early September.

The club members are great; we are one of the largest groups in the country and they support us very well and on behalf of the NVTEC-EA committee we thank you all.

Some special thanks were given to Viv Gray for her superb hard work all year with the Vintage Torque, Chris Hunt for all her work with the membership and Jayne Carson for looking after the accounts.

I also thanked our chairman Henry Howlett & our club secretary Ted Gray for all their hard work and dedication to the club.

Gordon Carson



Representatives from each charity gave a short presentation and thanked the members.

DONATIONS THIS YEAR

Macmillan Cancer Nurses King's Lynn - £500 from the Stradsett Park Vintage Rally.

East Anglian Air Ambulance - £1,000 from our Road Run.

Break - £2,500 from the Stradsett Park Vintage Rally.

West Norfolk truckers - £500 from the Stradsett Park Vintage Rally.

World Horse Welfare - £500 from the Stradsett Park Vintage Rally.

West Norfolk Carers - £500 from the Stradsett Park Vintage Rally.

Hunstanton Life Boat RNLI - £500 from the Stradsett Park Vintage Rally.

Moth in a China Shop - £1,500 from our Working Weekend.

Carlsberg Tour - Copenhagen,

Carlsberg don't do vintage vehicles but if they did they would probably have the best vintage vehicles in the world!!! Ha Ha

Whilst on my summer holidays I visited the Carlsberg factory in Copenhagen (Denmark). This was a bit funny for me to do really as I have never drunk alcohol but I don't mind a good weak shandy. I was however very interested in the vintage vehicles, carts etc. First was a short soft top, open back model T Ford that was manufactured in 1923. This old truck had an unladen weight of just 800kg and has a four-cylinder petrol engine producing 2895cc, 27HP with a chassis number of 11710182 this was used at the Tuborg depot. Then there was another very nice old truck with a covered back, this was also a model T Ford built in 1922 but with an unladen weight of 1100kg. This was also four cylinder 2895cc but only 20HP and chassis number 11449446. This vehicle was used as a distribution vehicle for the Tuborg sales region of Tilst near Arhgs. They also have a little Morris commercial van model J. This is a 1954 four-cylinder petrol 1477cc producing 41HP with chassis number J/L32694. This vehicle was built at the Slagelse coachwork factory and used to transport advertising materials. It was then converted and equipped with draught beer dispensers and used in connection with marketing events. You could also go for a ride on the horse and cart. They have their own stables and horse men looking after the rare Jutland horse.

The Jutland horse – Denmark's national draught horse was once very common, but today there are scarcely 1000 remaining. The Jutland horse is a powerful and extremely strong cold blood horse whose ancestors go right back to the Middle Ages, when it was used as a warhorse.

Around 1850, breeders began to actively move towards the heavy draught horse that is the Jutland today. In 1852, the stallion Oppenheim was imported from England. He was a Shire-Suffolk crossbreed who, in spite of his short life (6-7 years), sired a large number of foals, all of which possessed the qualities that were required. Six generations later, in 1893, the stallion Aldrup Munkedal was born, and today he is regarded as the foundation stallion of the race. He lived for 16 years and sired more than 1500 foals, 454 of which were recorded in the herd book. Nearly all breeding animals living can be traced back to two of Aldrup Munkedal's sons,

“ Hovding “ (‘ Chief ’) and “ Prins af Jylland “ (‘ Prince of Jutland ’) According to the breeders association, the Jutland horse should be medium-sized and compact with a deep body and broad chest. It should have a medium-sized, clean-cut head with sharply defined features, a well-raised, well-set neck and a short, strong back. It should also have energetic, regular movements when walking and trotting, and, last but not least, an alert and willing temperament. The most common colour is chestnut, often with light coloured forelock, mane and tail. Brown and black Jutland horses are rare. An adult Jutland weighs 700 – 1000kg.

Jayne was happy to sample the beer and after lunch we then moved on to a boat trip around the city.
Gordon Carson

Forties King's Lynn – Life on the Home Front

On Sunday 17th July myself and Matthew Hoy attended the one-day event Forties King's Lynn in the Tuesday market place in the centre of King's Lynn,. This was the second year this had been held and it is organised and run by the King's Lynn & West Norfolk Borough Council.

We arrived about 8:30am and soon unloaded and set up, we were the only vintage tractors there but there was several old car's and ex-military vehicles. I must say the number of people coming over and asking questions about the tractors was great, it's been quite a while since I can remember such an interest. The weather was great, if anything too hot, but we shouldn't complain. There was also a small vintage market, 40's music and dancing in the marquee.

Matthew bought along his 1940 Case DEX, he has now owned this for over a year and it started every time on the third swing on the handle. Case made a very wide range of tractors over the years and this was a good little work horse. I took along the John Deere model D built in 1949. This was the largest of the two-cylinder tractors in the John Deere range and is fitted with a pulley for thrashing etc. and PTO. I also took along the 1940's David Brown Thresherman, this always get people looking. This four-cylinder petrol tractor weighs in at over 3.5 tonnes and is very low geared for pulling the thrashing drum etc. The tractor had a complete restoration back in 2008/9 with the front tyres being reused.

Both Matthew and myself also had time to go down and have a look at the amazing air raid shelters which had been uncovered during recent



work to renovate the market place. The Dad's Army gang also attended with the original butcher's van famously owned by Corporal Jones in the BBC TV series which is now owned by the museum in Thetford where the show was filmed. Look alike Prime Minister Winston Churchill came along to say hello between his speeches. So all in all it was a good day out and of course free to the public. The sun shone all day so we were all happy. Thanks to everybody and Matthew for supporting me.

Gordon Carson

Please go to our web-site to see many pictures of this and other events



Junior Club



George Collison became a member of our Junior Club earlier this year and he sent me this letter.

This year has been so life-changing for me all because of Stationary Engines.

A family friend asked me to help him strip down a Villiers Mk 25 engine so he could get it running. Little did I know that the engine was my birthday present.

I love to show my engine at the rallies. My first was at Norwich. I'm a Junior Member and it was on the Club Stand.

Then came Stradsett. It was awesome. Another exhibitor gave me a water pump to run off my engine. I was thrilled with it!

Going to rallies helps you meet other enthusiasts and you learn about different makes of engines and how they work..

I've now got 3 Villiers engines. My mum bought me a Villiers Mk 25 which I would like to get running for 2017. I also got a Villiers Mk 7 from an auction at a rally.

I love spending time with the people at rallies talking about engines.

George Collison, age 9



The Junior Club is now entering its 4th year and I will be contacting sponsors when it is time to renew membership. This year we had 2 new members, George Collison and Freddie Young

I hope you are enjoying the Engine Spotters book distributed last year 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. If you haven't received your copy then please let me know and I will post it to you.

It's lovely to hear from you to know how you are enjoying your vintage hobby. Your news and any pictures will encourage others to join our club.

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 11 years old on 14th October

Samuel Taylor who was 10 years old on 22nd October

Freddie Withers who was 7 years old on November 4th

Michael Prior who was 15 years old on November 23rd

Joshua Bird who was 7 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 7 years old on January 22nd

Grace Armsby who will be 11 years old on January 19th

Kirk Baker who will be 15 years old on February 20th

We'll see you again at Stradsett for your special invitation to 'sit on a tractor' and have your photograph taken. Invitations will be sent out with the March Vintage Torque



I wonder if any of you like to write poems?

The following poem was posted with the Blackstone engine at Earls Barton Country Show. I like poetry and thought this was good. The author is unknown so if he sees it in print I hope he won't mind. If you write a poem about tractors or engines I will publish it in this newsletter so get writing and send me your poems

Ode to the Stationary Engine

Steam engines bellowing, swirling black smoke

Keeping them going by shovelling in coke

Slow in their motions but mighty in strength

Folk come from miles to see them at length.

Trucks, tractors, cycles and classic car

But stationary engines outweigh them by far

Owners sit proudly behind each machine,

Getting up often to polish and clean.

The brass on the pipes and the oil overflowing

Until once again the old engine is glowing

They go red in the face as the flywheels they turn

Then smile with relief, or frown with concern.

If that stationary engine refuses to start

Then they're off to the stalls to find a new part.

They search in vain until what do they see?

Yes! Just the right bit for the old Lister D.

So when you see men, and their women folk too

Sitting relaxing with engines like new

Think of the work, the fun and the pleasure

That these chaps have had before sitting in leisure.

Win a Tractor

1956 International B250



This 1956 International B250 Tractor has been kindly donated by Maurice Mason Ltd in order to raise funds for the charity, Moth in a China Shop registration number 1164937

This raffle will be drawn at the Working Weekend 2017 on Sunday September 3rd.

Tickets available from David Mycock, Matthew Hoy or from NVTEC-EA



At Sandringham Finley Creasey was enjoying sitting on Gordon's 1945 Minneapolis Moline petrol/ TVO 4 cylinder

The Starting Handle Club Summer Show at Marsham

13th and 14th August 2016

Being the rally organiser for Stradsett is a great job but you do find yourself comparing and trying to get new ideas from other shows. Marsham was no exception. This was to be my penultimate show of the year due to my scheduled operation so we went early on the Friday morning. Bob Park, Michael Curtis and their team certainly put a lot of hard work into the show this year. They had an additional field to the right of the show to give them more display space. As we all know with any show/rally the weather is a major factor in how the weekend goes. All 3 days were fantastic so you couldn't have asked for anything more. We were again parked next to our good friend Gerald Gregory who had bought along his superb Samson Sieve Grip 12-25 three wheeled 4-cylinder tractor. Gerald has some great old machines but this is one of my favourites.

The West family from Canterbury brought along their English Austin and International Junior 8-16. They put the Junior on Tony Martin's Binder and both performed very well. It's great to see these old machines pairing up with something on the day and running well. Tony Martin is a big part of the Starting Handle Club and supports the show very well. They were also using Tony's 30CWT Opperman Cart which was built by S.E. Opperman Ltd, Stuart Works, Sterling Corner, Boreham Wood, Hertfordshire. It's fitted with a standard body and was restored in 2012 but it's still a work in progress. Matthew Hoy brought his 1953 Farmall FCC but I think he spent more time driving Bob's than his own. Bryan and I took the International Titan 10-20 and once I got it set right it went well all weekend. Bob put on a great display of combines again with some working. One of which was owned by John Chapman, the Massey Ferguson 780 Special self-propelled combine which looked and sounded great.

The show has something for everybody including stationary engines, classic cars, motorcycles, ex-military, tractors, bygones, trade stands and much more. New for 2016 was the mini tractor pulling and our club chairman Henry Howlett had built one himself especially for this event. The criteria for which was that it could be no more than 1100CC, 4' 6" wide and 7' 6" long but fitted with a roll cage and wheelie bars to prevent it from rolling over. Henry struggled to find an engine under 1100CC but eventually found a Morris 1000 engine and Mini gearbox. The rest were parts from Ford, Vauxhall and Land Rover.



It took Henry 6-7 months to build it in his shed in the evenings and weekends and what a credit to him it was as it pulled the sled with ease. This event will also be at Stradsett next year so get building! To see all the photos from the weekend visit www.nvtec-ae.org.uk and go to the Out and About page. Thanks to everyone involved for providing us with a great weekend away.

Gordon Carson



Sandringham Country Show



Saturday at Sandringham was a wash-out with pouring rain from 10am to 4pm. There were a very few visitors toggled up in boots and raincoats and the Help For Heroes stall opposite sold 15 tickets all day. What a shame. I bought waterproof coats for the dogs and robes to dry them out and felt pleased that we had brought 2 raincoats each for us. However, Sunday was a different day, the sun came out, off came the covers and the sound of engines running encouraged me to go out with my camera. As always Clive and Julie put on an interesting display of stationary engines showing various adaptations of use.

Viv



Top left: Tony Roberts with his Wolseley WD1 and Chicago Heights drill that he's owned for 20 years.
Top right: Eric Nicholls with his 1945 Lister C5 owned for 5 years



Left: Graham & Sharon Turner's Hercules S Type 1.75 hp running a Band Saw



Lower left: J. Cooper's 1930 Bamford Hit 'n Miss 4hp



Right: Mr & Mrs D. Moore's 1921 Amanco, and a 1941 Lister D 1.5hp driving a dynamo

Below: K. Newton's 1917 Amanco Chore Boy found in floods at Mabelthorpe in 1950's. It was left in a barn and purchased in 1985



Above: Carl Cash with his 1937 1.5hp Lister D with grinder left; Colin Bradshaw with his 1944 Wolseley WD1 and Little Gem fret saw far left: Mr i. Pell with his 1944 Ruston & Hornsby PB driving a Stuart Turner pump



Below; Stuart Bailey's 1942 Ruston & Hornsby 6PB driving a twin wheel grinder. The standard Ruston colour is dark green but during the war it was unobtainable. Old stock, of Honsby maroon was used then when it ran out in 1942 they had to use War Office Battleship grey.



Left: Richard Parish with his 1935 Lister F 1.5hp powering an Aero-graph compressor which came from an aerodrome. His display shows how it can pump up a tyre and pump water.



right; Julie presented Ron Nelson with a trophy for his 1930 Bradford which was used for a farm drainage system He's owned it for 14 years and it was bought for his grandson Matthew

Left: Eddie Savoury with his 1987 Burrell 4" scale steamer named Kathleen after his late wife. This was its first showing as he only bought it 2 months ago.



More at Sandringham with Gordon

The Sandringham Game and Country Fair has become very popular with our NVTEC-EA members. It's a huge show and we're only a very small part of it. The Saturday was a wash out after it rained from the early hours till gone 5 o'clock. On Sunday we awoke with mist first thing leaving a gloriously hot day. Dave Buttress put on a good show again with his 3 Ransome crawlers controlling all 3 of them from one which always looks impressive no matter how many times you see it. Mr Fred Rudd was showing his 1954 Trusty Steed. Jim and Mel Wakefield put on a great horticultural display in their awning as always. The vintage section has grown over the past few years with several full size and miniature steam engines, stationary engines, cars, motorcycles, ex-military, by-gones, horticultural and of course tractors. There was a good line up of tractors but as always the 1945 Minneapolis Moline petrol/ TVO 4 cylinder stood out from the crowd in its yellow livery. The GTA was the biggest build and young Finley Creasy just had to have his photo sitting on the driver's seat. (see Junior Club page.)



Juniors on parade and Junior Sam Taylor relaxing with his 1951 Petter Universal 3bhp and 1944 Wolseley WD 1/11 below: Fred Rudd with his Trusty Steed and Ken Pearman with his display of horse brasses. Below right; Matthew Hoy and Ivan Smith with the 2 Titans



This year I've been taking the International Titan out more often as its now 100 years old. The Titan 10-20 which is 10 horsepower on the drawbar and 20 at the pulley was first built in 1916 and by 1922 more than 70,000 had been made by International Harvester Co in their Milwaukee factory. It weighs in at 5,700lbs and is fitted with a 2-cylinder engine which has a max RPM of 500. In 1919 a Titan would have set you back £410. This year at the show Ivan Smith also brought his 1918 English Titan. There were 752 Titans imported to Britain in 1918 and Ivan's was one of them. Ivan has owned his for some 18 years. The International Titan 10-20 is a fantastic old machine to drive. They look, drive and feel special. However, with these old machines you can't simply jump on, turn the key and get going, you must go through a detailed process. They have a Dixie magneto so you first have to set these ready, once they start they flick over and it will run smoothly. But before it starts you need to turn the oiler over about 50 turns to get oil around to the main bearing while remembering this is a total loss system so there's no sump meaning any waste oil just runs onto the floor. Then turn any drip feed oilers on, set the advance and retard to fully retarded, decompress the engine, then fill the carburettor up with clean petrol and turn it on. You're then ready to start. Pull over and normally 2-3 pulls and its away. You then pull back the compression lever, set to advance and hope for the best. There's no petrol tank so you need to top up the carburettor until she is warm then switch over to TVO. Once this is done you're ready to go. Of course to switch it off you have to do

most of this in reverse. Now you're away and it's a dream to drive. You feel very proud to be on such a piece of history wherever you are so, just enjoy.

Gordon Carson



Four East Anglia Group Members' Tractor Vacation in the States, March 2016: by Darren Tebbitt, continued

Day 6. This was the opening day of the Gathering of the Green John Deere collector's conference. This first day was set to be a leisurely affair to start the event- for although there were a few bus trips taking place and the vendor area would be open, there would be no seminars. In no rush we allowed Malcolm time to have his 72nd birthday breakfast at leisure.

We arrived at Downtown Davenport at about 9.30 and the first port of call was the 'Davenport tractor' parts store for me to buy parts for my model B tractor.

But alas on arrival the store was closed? And in its place was a wine distillery? That's strange we thought for the web site is still live? Anyway, we checked out the local parking areas and plumped on the parking ramp connected to the River Centre where the conference was being held. (Parking ramp is the American name for a multi-storey car park!)

We knew we'd found the right place- for there were dozens of pickups -with JD licence plates! From here it was just a short ride in the elevator (lift) to the 1st floor of the centre. Straight out of the lift we were in the gallery and could see John Deere exhibits and displays all around.

First up was a club stand by the Ontario Two-Cylinder Club from Canada, with details of their activities and photographs of past events, as well as a display of small items.

Down the stairs and we were in the main concourse, with tractors and other exhibits on display.

Now it was time to register and enter the massive vendor hall, where many vendors were still arriving setting up their stalls. Now was the time to browse for that elusive part and hopefully bag a bargain? But we had to keep an eye on the time: as Gary was booked on a bus trip to the harvester (Combine) works at 12.30.

After seeing Gary depart we bumped into Don (Mac) Mackinley, Mac (88) is a John Deere stalwart. During our 2010 trip we visited his museum in Quincy where he has collected almost everything JD made which you would have found on a farmstead in the 1930's, and his wife Joyce has added domestic items from the same period. It's a unique collection well worth seeing. Don said he was on his way to Davenport tractor? To get a complimentary lunch!

That's strange we thought- we've just been there and it's closed? We tagged along eager to find out more and on arrival we learned the proprietor has let the shop to a wine company, but is still operating from the stock room at the rear! So we were lucky to get a free lunch and I was able to buy the parts I needed, in fact most of the first day was spend purchasing essentials from the vendor area; and the evening was wound up with a get together in the main hall with complimentary ice cream and cookies!

It was here we had a bit of fun! On the way in I met Mac, took him to one side and told him it was Malcolm's birthday- he said 'Leave it with me!' At the end of the Chairman's introduction he said I believe we have a birthday in the audience- Malcolm said 'Oh another one!' In due course the chairman said 'would Mr Malcolm Bush please stand up!' Announcing: 'This is Mr Malcolm Bush from Canada'!, D'oh !! Exiting the hall, I met Mac again- he said "Darren- I give Tony one thing to do, just one thing, and he messes it up!"

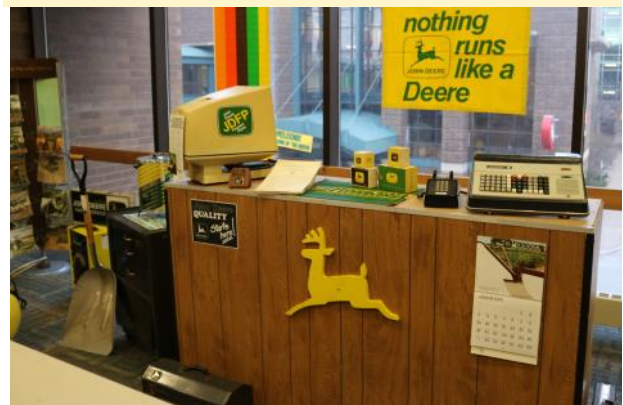
End of day one we arrived back at the hotel at 9.30pm.

Day 7. This was an early one for we had to get Gary to the show for 7.30 am to board a coach trip to the John Deere historic site at Grand Detour- Terry, Malcolm and I weren't going as we visited there in 2010.



The organisers even managed to get a John Deere corn binder into the reception area of the adjacent plush Black Hawk Hotel!

Below: A period mock-up of a 1980's John Deere dealership showroom



Below: 1931 John Deere GP and Hay Sweep

Below left: Replica of WW2 prototype armoured J.D.A tractor



Instead, we were having a day listening to seminars, mainly on tractor maintenance, but first I had to cash a few travellers cheques. Never again. Apparently there have been so many forgeries of late that most banks will not touch them. It took four attempts before success.

The talks were excellent: especially Corwin (Cork) Groth's tractor tune up. Cork runs a 'tractor trauma clinic' from his home and tackles tractors that others have failed to fix! Consequently he has a wealth of knowledge to share.

Another good presentation was the Dave Wolfe /Tyler Bucheit double act giving tips and advice on setting up John Deere ploughs.

The entertainment for this evening was a presentation by our friend Mac, in his professional career Mac was a university lecturer and he used his skill to present an excellent talk entitled from Clam shells to space (Farming 1840-today)

Summing up on the massive changes that have happened to agriculture in that time, Mac gave a few words of wisdom: 'In farming, as in life, we shouldn't be afraid of change- for change is good. Every day I make changes for the better. For example: I have just stopped calling 'the John' the John! I now call it 'the Jim' for I feel so much better telling people I go to the Jim every morning! Priceless! We arrived back at the hotel 14 hours after leaving!

Day 8 Having carefully read the GOTG seminar schedule, we decided that after 10am there were no talks that particularly interested us- so we decided to leave the show, and drive 90 miles south to visit the new Caterpillar visitors centre in Peoria.

Opened in 2014 the visitor's centre is part of the town's riverside regeneration project and located close to their existing World HQ.

The centre is spread on two floors but the entrance is on the 1st floor, ascended by a ramp to the rear or steps to the front.

Inside the tour begins with a film show – with a tour guide leading visitors to the cinema located inside a giant dump truck body!

The truck itself is located on the display floor below and is the centrepiece of the museum, but looks can be deceptive, for the dump truck is in fact a fake! Only a few of the front panels are genuine, the rest is made of plastic! And it has to be: for the real thing weighs too much to stand on concrete. We were told the components for each truck are delivered to the quarry and the truck is built up onsite – never to leave in one piece!

There are also a number of interactive simulators to try, as well as an excellent timeline detailing the milestones in the company, and a few heritage machines on display.

We had hoped to get back to Quad Cities in time to attend the auction evening at Gathering of the Green, but alas time was passing too quickly, so we had an unhurried ride back through rural Illinois.

En route we drove through Cambridge, a smart medium sized town and without a bicycle in sight!



THE CATERPILLAR NAME During a test run of the first steam-powered track-type tractor, Benjamin Holt and his nephew took the company photographer out to the field to take photos of the machine. The photographer was a little confused at first as he did not see any wheels on the machine yet it was moving. He commented that it moved like a caterpillar. After several years 'Caterpillar' was chosen as the official name for the Holt's new gasoline-powered track-type tractor and in 1910 the name was registered with the U.S. Patent Office. Below shows a 1908 photo of Benjamin Holt and the second prototype Caterpillar crawler.

Above: The giant quarry dump truck is as tall as two floors in the Visitors centre but amazingly! made of plastic! The scale is shown by Malcolm! And Terry tries out a 360 excavator simulator Below: Timeline and heritage area at Cat visitors centre.



Chairman's Chat

Firstly thanks to Ted for filling in for me last month in the Chairman's Chat column. As was reported last month the Marsham rally has since come and gone and I did compete in the miniature tractor pulling with "Bugbuster". Unfortunately there were no other competitors in the class that I had built it for and after 3 full pulls they conceded that they didn't have enough weights to hold it! What a wonderful day. Thanks to Judy for the photos.

Moving on to our working weekend at our new venue, unfortunately it was rather damp on the Saturday but the weather was kinder on Sunday with a large number of participants working on the Sunday and a very successful day was had. The winners were ? A

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Thank you to those who have contributed to this issue. Please keep sending me your photographs and articles and any other items of interest to our readers.

The deadline for the March issue is February 10th.

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)



raffle was held on the day with over 40 donated prizes. Special thanks to Masons for hosting it, David and Matthew for organisation and anyone else who helped, especially those who stayed behind at the end to clear up. Well done to all the competitors for making this all happen. Next year's event will be held on 2/3 September at the same farm.



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



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 2017**, 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 your chin up and get better soon.

Email: membership@nvtec-ea.org.uk 01366 38890714

14, The Paddocks, Downham Market, Norfolk PE38 9JA

Chris

Festive Greetings From Your Rally Organiser

Is it just me or do the years seem to go by quicker and quicker? 2016 has been another busy year for our club but with some sad changes. Our engine steward Clive Richardson has decided to step down for Stradsett Rally so I would like to thank him for all the work both he and his wife Julie have put in over the years and wish them well for the future. David and Carol Mycock are going to be taking over the role so please give them your full support.



Our year started at the end of February at the Tractor World show where we have become well known and well supported. Lots of people come year after year to say hello and see what we have done on the club stand this year, although Newark 2015 will take some beating. This is a great show so if you would like to be part of the club stand here or at any other show please do let us know, you are all welcome. This was then followed by our annual tractor road run and this year was one of the best we have had. This is held in Spring and we do about 30 miles. After the road run came the club stand at the Eastern Counties Spectacular at the Norfolk showground, yet again very well supported and organised by Matthew Hoy. It was rather damp on the Saturday but much better on the Sunday.

Our attentions then turned to the clubs' main event of the year, The Stradsett Park Vintage Rally on the 1st & 2nd May. Truthfully after the heavy rain on the Thursday night and Friday morning we could of easily made the decision to cancel but at that point it wasn't really an option. With all your great support, help and understanding we got away with it, and all the expenses were got back and made a profit for charity so I thank you all. Despite the complete new layout and the wet spongy field, we had a very good weekend. Some of the exhibits and club displays were very impressive, I know and appreciate the work that goes into such displays and I thank you all. You will all be aware by now that the national levy is to go up for 2017 by £1:00 so there for our fees for 2017 will also have to go up due to postage & printing costs but, please remember this is the first increase for 5 years and Included is 4 Vaporising magazines, 4 Vintage Torque magazines, your insurance and of course your membership very, very good value for money and I hope you continue to support us and encourage new members to join.

Our last club event of the year is our working weekend which this year had both a new venue and new organiser. Malcolm Mycock has run the working weekend for many years so we must thank him and his wife but has now passed the reins down to his son David. The Stradsett fields were no longer available so David's first task was to find a farmer nearby with sufficient land that was happy for us to use. A big task but he did manage to achieve it and he did it really well. Despite the wet Saturday afternoon, the weekend was a complete success and a credit to all involved. The club stand at Newark this year was all down to Matthew as I was and still am out of action after an operation so thanks to Matthew and all who supported him and the club. Well that just leaves me to wish you all a very Happy Christmas and all the best for 2017 and don't forget your 2017 rally entry form and membership renewal form is in the centre of this Vintage Torque.

Gordon Carson

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 15th: Robbie Thorpe with a talk about machinery

January 19th: Trues Yard, Fisher Fleet

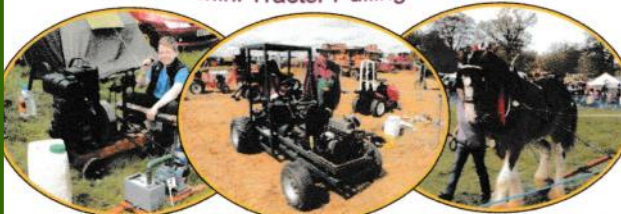
February 16th: Roger Rawson with a Pictorial History of Wisbech

March 16th: Kevin Salford on Wildlife Photography


If you have any suggestions for talks please contact

Ian Long on 07962026315

Sun 30th April & Mon 1st May
41st Stradsett Park
Vintage Rally
 - Steam Engines - Mini Tractor Pulling - Dogs Welcome -



A Great Day Out Supporting Local Charities
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www.nvtec-ea.org.uk
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 East Of Downham Market PE33 9HA

Club Clothing

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

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, 2 colours £40

NB. If you want something different, I can make inquiries for you. Viv



A visit is being planned to the JCB Factory for mid-April but is yet to be confirmed. It would be good to get names of those who are interested in going. Contact Gordon Carson to register your interest.



Vintage Tractor Charity Road Run

Sunday 2nd April 2017

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 1st April until 10am on Monday 3rd April. All campers are invited to the BBQ on Saturday Night on the



For Entry and Sponsorship

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



East Anglian
 Air Ambulance

Diary Dates



A visit to Tractor World
 at Malvern

on Saturday 25th February 2017.

Leaving 6am from D & H Harrod Coaches Ltd, Bexwell Aerodrome, Downham Market PE38 9LU. Estimated time of arrival is 10am. Leaving the show at 4pm to be back about 9pm. Cost per head for the coach is £20 plus admission to the show is £12.50 at the gate or buy online in advance for £10.

Contact Gordon Carson on 01945 880091 or 07860658767 or by email: stradsett@nvtec-ea.org.uk

NVTEC-EA Group Vintage Tractor Charity Road Run Sunday April 2nd
 See advert above for more details

Eastern Counties Spectacular April 22nd & 23rd April. Due to the near proximity of the date to our Stradsett rally there will not be a club stand. However David Mycock and Matthew Hoy will be there with the 'raffle tractor' selling tickets.

Carrington Steam & Heritage Show Sunday 28th & Monday 29th May. Featuring single and twin cylinder tractors. Car boot & auction on Saturday from 10am. There will be a club stand there so contact Gordon or Matthew for details.

John Deere 50th.



1st in line, 1942 J.D. AW owned by Nelson Green & sons 2nd shows Darren Tebbitt's 1937 J.D. Model P Manure Spreader



Above: Malcolm Robinson's 1916 Overtime Model R heading a timeline of J.D.'s from which detail changes could be easily seen.
Below: Malcolm Bush's 1942 J.D Model L with mower next to a 1944 J.D. LA with cultivator owned by Ivan Abel



An estimated 14,000 people, including visitors took part in the weekend's activities. There were over 200 John Deere vintage, classic and modern tractors spanning 100 years of production with at least one tractor representing every year from 1962 to 2011.

Every exhibitor received a thank you letter accompanied by a framed photograph from Branch Manager Jonathon Henry. The picture below shows the grand marquee containing ground machinery and souvenir shop.



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.

On the weekend of September 24/25th a number of NVTEC East Anglia members exhibited and visited a special show at John Deere's UK HQ at Langer near Nottingham.

The show was organised to celebrate the 50th anniversary of John Deere LTD opening their UK headquarters.

Up until that time John Deere's presence in the UK had been a bit spasmodic having been handled by a number of different concessionaires spread around the country, but the opening of Langer in 1966 enabled the company to handle it's own affairs from it's own base.

Located on an old airfield the initial operation was run from an ex-war time hanger, with a small office block attached. Today the site is much different with, in addition to the original building- (now devoted to parts inventory), other modern facilities dedicated to administration and training.

To celebrate their 50th, John Deere UK pulled out all the stops and with the help of the landowner opposite put on a show of epic proportions. Leading the organising team was former UK service manager Peter Leech who worked for the company from 1971-2013. Peter's connections and credentials ensured the show – two years in the planning brought together the right people and machines. A call went out earlier in the year to invite John Deere tractor and machinery owners to participate in the event, with a particular focus on obtaining machines sold throughout the last 50 years.

Regular farm tractors were needed, as well as preserved machines. The result was an impressive timeline of Deere's, a long green line from which detail changes could easily be seen.

Owners were encouraged to bring implements especially soil engaging tackle and work their tractors as they were designed to be, in a massive working area to the rear of the event.

Meanwhile in the show field, there was a static timeline of 50 tractors specially picked to represent what the company was offering the customer during the last 100 years!

On each day at 1.30pm these tractors paraded around the ring, with a detailed commentary provided by Deere employee and Two-Cylinder collector Mark James. Mark's knowledge is second to none, and his unscripted first rate commentary was a joy to listen to.

Finally at the front of the event there was a large static display showcasing the present range of tractor's, Combine's, sprayer's etc that the company is offering.

Of particular interest to many was the sprayer with a feather-light carbon fibre boom, an innovation that no doubt will prove popular in the next 50 years!

Darren Tebbitt

