



# VINTAGE TORQUE

MARCH 2017 Editor Viv Gray

Preserving the past for future generations

## The 14th Newark Vintage Tractor and Heritage Show 2016



### Viewed from a Mobility Scooter

The Newark Show has become the last show of the year for most of us and an excuse to get our toys out to play. In late September I had an operation on my foot due to arthritis but it didn't stop me visiting the show on a mobility scooter. I've attended all but one so I was disappointed when I heard the theme was Turner and anything Marshall. We have a Turner Mk 3 1954 and Marshall Model M 1945 which are both fully restored so it was sad for them to be left at home in the shed. Bryan lent me a mobility scooter that he had for Grace and drove us there in the pouring rain. You do feel a bit bad and useless when your mate, who is 77, is loading the car and driving for you. It did however give me a chance to view the show from somebody who is less abled. We got off to a bad start as when we arrived at the gate we had to park right by the road despite telling the man on the gate that I was temporarily disabled. Apparently, there wasn't any disabled parking in the exhibitor's area. Other than that, I couldn't fault it. Everybody was very considerate to me right up to the evening meal when one of the ladies from Tastes offered to get my meal for me. You don't appreciate how difficult it is on crutches even doing something simple like taking a photo.

As I couldn't exhibit this year or bring the club stand due to not being able to drive, I could only help and support on the club stand where Matthew Hoy and David Mycock had done a great job for our club. (I think I might be out of a job) This year the club stands had been promoted to the newly refurbished Lady Eastwood Pavilion and very nice too. As always, we rely on the support of our club members who always amaze me. The club stand consisted of Terry Myhill's 1959 Fordson Dexta, Malcolm Bush's John Deere 1.5 hp stationary engine built in 1925, Stuart Baileys Fordson E27N 1946 who won a trophy for this, Wayne Mitchell's 1951 Case Si and Ricky Kemp brought a 1929 Petter M, a 1914 Root an Vandervoort R Series and a 1924 John Deere Type E. We also had Paul Pearman's 1943 Wolseley WD I, Fred Rudds Winget 550 built in 1968, Mr Jim Rudd's 1954 Trusty Steed and Basil Whiting brought his great display of cast iron seats. Matthew Hoy despite bringing the club stand brought along his 1964 International B414 and David Mycock took an International B250 which has been donated by Maurice Mason Ltd to be raffled out for the Moth in a China Shop Charity. Tickets are only £5.00 per book of 5 and the raffle is to be drawn on the second day of our Working Weekend, Sunday 3<sup>rd</sup> September 2017.



Sun 30<sup>th</sup> April & Mon 1<sup>st</sup> May

41<sup>st</sup> Stradsett Park

Vintage Rally

Steam Engines - Mini Tractor Pulling - Dogs Welcome



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# Newark Vintage Tractor & Heritage Show 2016

Later in the afternoon, once it had stopped raining at last, we got to go and have a look around. Bryan and I soon headed to the pre-1930 section. The Wests had brought along their English Austin and their 1917 International Titan with which they won a trophy for the oldest tractor at the show. On the corner we saw a 1919 English Austin that had been more than restored, it had been resurrected! Most people would have looked at what Mr Crowther

had bought and salvaged a few parts then scrapped the rest. Mr Crowther on the other hand completely rebuild it and what a job they have done. Some people would say it's been done too well and that it's not original but let's remember this is a 98-year-old piece of history which will be here long after we have all gone. To me that's what I would call a proper job. There isn't one bit of that tractor you can buy off the shelf, you can't look online and buy a new bonnet, wing, radiator cap etc. You must get them made and to do that you need a paten so you know what to make. Believe me, every step is a challenge and it also makes it very expensive. You need to have a vision, motivation, knowledge, passion, the funds and a partner who will support you whilst you spend that money and every weekend and night working on it. It's a credit to Mr Crowther and I think it's superb.

My only thought was that it should have been in the George Stephenson Hall where it would have been displayed better as it was certainly worth it. The Turner & Marshall display in the feature marque was stunning but in the George Stephenson hall the quality of restorations is just getting better and better each year. On the Saturday evening we meet up with some friends and enjoyed a two-course meal with a drink included along with a speaker who was very funny and a great end to the day.

Again, another great show and a credit to those that organised it and helped. I look forward to seeing them all next year and hopefully back on my two feet. Gordon Carson



Paul Pearman's 1943 Wolseley, Ricky Kemp's 1924 John Deere Type E, Malcolm Bush's 1925 John Deere, Wayne Mitchell's 1951 Case Si, Matthew Hoy's prize winning 1964 International B414, Ricky Kemp's 1929 Petter M, and Terry Myhill's 1959 Fordson Dexta





**At Newark** David Mycock displayed the International B250 which has been donated by Maurice Mason Ltd to be raffled for the Moth in a China Shop at the Working Weekend held on 2nd & 3rd September at Hall Farm, Fincham. The raffle will be drawn on Sunday 2nd September.



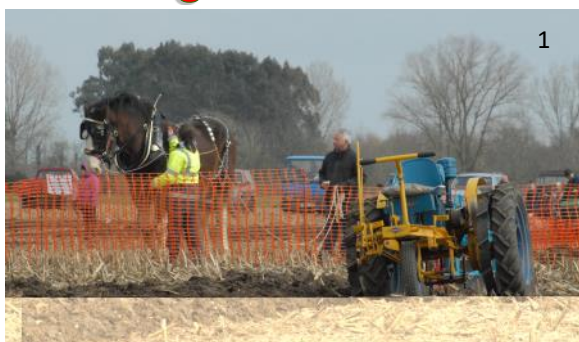
Above: Stuart Bailey receiving his trophy for his 1946 Fordson E27N and below: David West receiving his trophy for his 1917 International Titan being the oldest tractor at the show.



Basil Whiting's cast iron seats make an attractive centre piece for the club stand.



## Vintage Horticultural & Garden Machinery Working Day 2016



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£1016.98 was raised for the East Anglia Air Ambulance. There was a good turnout by both public and working machines with such a variety and some unusual machines. We had 4 David Brown 2D's working together ploughing, cultivating and drilling, 2 Rollo Croftmaster tractors and 2 Opperman Motocarts and Gunsmith



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This year our Working Day is on Sunday 19th March. 10.30am start at Stanfield on B1145 Norfolk Proceeds to East Anglian Air Ambulance Contact Adrian Hall 01328 851571 or email [stevenhall272@aol.com](mailto:stevenhall272@aol.com)

This will be our 8th year and hope to make it bigger and better then ever. We have every thing from push hoes, rotavators to match ploughing with classes for small walk behind, large walk behind and ride-ons. We also have Working Stationary engines, working horse and static displays. We like to encourage the smaller tillage machines by having a working play pen. Adrian & Steven Hall

**pic 1** mk 1 Gunsmith tractor 1949, and Samson working horse **pic 2** stationary engine line up  
**pic 3** Trusty, BMB plowmate and BMB president owned by the Pomfret family  
**pic 4** Gutbrod & Rollo Croft Master in the back ground **pic 5** Auto Culto with plough  
**pic 6** Honda F800 **pic 7** David Brown 2Ds owned by N Websdale



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# Restoration of 1927 Model G Hart Parr 18-36

Whilst sitting on a cruise ship back in July 2015 I spent my time reading the Cheffins Paul Rackham sale book. There were of course several I would have liked but I had to be realistic. After 12 days of looking through the catalogue it really came down to only three tractors. There was the green Austin which would have completed our set as we already have an English Blue and French Yellow Industrial Austin. Sadly, it wasn't to be as they were selling well. Next on my list, thanks to a little help from my wife Jayne, was the Hart Parr 1927 Model G 18-36 which seemed to sell so quickly that Bryan and I both thought it was too cheap and clearly had further to go yet. Whilst we stood admiring it afterwards Stuart Gibbard came over and it turned out that for some reason it hadn't sold. Bryan didn't hesitate and that was that. This just left the model C Allis on steel wheels. So as we'd have to go and pick up the Hart Parr it made sense to kill two birds with one stone. Myself and Bryan went back over on the Monday morning and they were in the shed by dinner time.



We decided one night to have a little look at the Hart Parr to see what we would need to get it going. We put in some fresh petrol and ran it though the carburettor and cleaned the plugs, Bryan decided to give it a go so I primed it up and away it went. We were both very surprised as it went with the 3<sup>rd</sup>/4<sup>th</sup> pull over. It ran pretty well so off I went outside. After checking the water etc we decided to then go around the field giving it a run for about an hour. We both thought what a bargain especially with it already being restored.

However, when it had been moved the front had been badly scratched so Bryan being Bryan thought he would just do that bit to improve the overall look. Well that turned out to be just the beginning. Although the tractor looked as though it had been well restored, once you got down to it there was more and more to be done. Whilst we were going that far it seemed only right to fit a new radiator core, bearing to the fan, oak to the rear foot plate, make and fit an air cleaner that was missing, new handmade wooden tool box and a pulley guard we acquired from James Coward. The wings were good so they got left but the rest had to be done. Being younger than Bryan I volunteered to lay underneath it for days cleaning down and then painting 2 coats of red oxide and at least 2 top



coats. We stripped as many removable parts off we could including the steering column, radiator, wheels, etc. Bryan sprayed what he could get to which left me to touch up. It then went back together bit by bit.

Bryan spent about 6 weeks doing the wheels. The wheels are always important to us as they are really what sets a tractor like this off. There were no cleats or road bands fitted so we had to get some steel and make them. That is not as simple as it sounds as when you are putting an 8mm thick piece of angle diagonal across a wheel they need to be slightly bent so this had to be done in the press one at a time. Our good friend Stuart Bunton added the final touch by lining the wheels out for us and the few bits of sign writing required.







Hart Parr were great at advertising their tractors in non-stop ploughing marathons. One instance was in Australia where they ploughed for 11 straight days, a world record. The 18-36 was usually the tractor of choice for these demonstrations. The model G still had the short fenders but it did sport the winged decal and winged radiator cap. Although some early models had the screw in radiator cap. Some model G's came equipped with round spoke wheel both front and back. This tractor is fitted with the cast front wheels and are very heavy.

Hart-Parr claimed to be 'Founders of the Tractor Industry' and boasted that it had been the first to coin the word 'tractor' in 1907 to describe 'a machine for pulling or hauling' on the farm.



This tractor was one of the company's light-weight models, a design first seen in 1918. It has a rolled-steel frame, tapered towards the front to accommodate the front axle. The water-cooled two-cylinder engine is mated to a two-forward and single-reverse sliding-gear transmission, the drive being taken via a dry-plate type clutch on the flywheel. The differential is also housed in the transmission case with the final-drive via internal spur-gears attached to the inside of the rear wheel and exposed to the elements.



The 18-36 was based on the previous 16-30 model and was reclassified as the 'G' in 1926 when the size of the bore was increased. It was replaced by the 'H' model 18-36 with a three-speed transmission during 1927. In February 1929 Hart-Parr was incorporated into the Oliver Farm Equipment Company and the 18-36 was dropped the following year.



#### Technical Details

**Engine:** Hart-Parr two-cylinder kerosene capacity, 501 cu/in (8,209cc); bore, 6.75in (171.5mm); stroke, 7in (177.8mm); governed engine speed 800rpm; drawbar horsepower 18.10hp; belt-horsepower, 36.53; lubrication, Madison-Kipp force-feed lubricator.

**Fuel System:** Carburettor, Schebler 1.5 in; air cleaner, Donaldson oil-bath. **Ignition:**

Robert Bosch high-tension magneto with 0.5in spark plugs. **Cooling System:** water circulated by centrifugal pump running at 800 rpm; capacity, 11 gallons; radiator, fan speed, 2,560 rpm. **Transmission:** two forward speeds and one reverse; first, 2 mph; second, 3 mph; reverse, 2 mph. **Clutch:** dry-plate type; twin-disc plated with Raybestos facings. **Fuel tank:** capacity (gasoline), 1 gallon; (kerosene) 34 gallons. **Dimensions:** width, 73in; length, 126; height, 61in; weight, 6,250lb.



With its age related registration number of BF 4523 it now forms part of the Bryan Beba Collection at Walpole Highway and we are very pleased with this great new addition.

Gordon Carson





# US Tractor Vacation March 2016 by Darren Tebbitt, continued.

Day 9. This was the final day of the Gathering of the Green John Deere collector's winter conference and a winding down affair. There were still a few lectures taking place as well as four bus trips but we weren't booked on any tours and couldn't see any lectures of interest to us either, but we did pop into the vendor hall for last minute purchases and hoped to pick up a few bartered bargains! The rest of the morning was spent in downtown Moline visiting local attractions including the John Deere Commons -Pavillion and store. Terry, Malcolm and I had been there before on our 2010 trip but the place was all new to Gary. But what's good about the Pavillion -(the Company's showcase exhibition for the general public) is the exhibits are constantly changing so no two visits (especially years apart) are ever the same. What's more, everything is accessible with visitors encouraged to sit in the machines.

Terry particularly liked the Deere industrial bulldozer, remarking that the operator environment is much more user friendly than the Caterpillar equivalent we'd tried for size at the Cat visitors centre the day before. I agreed.



Meanwhile Malcolm was taken by the John Deere autonomous mower named 'Tango', religiously covering a patch of artificial turf, and when finished - parking itself in it's own garage. If Joan has a big win on the Bingo- I can see one of these coming to St Germans!

There was also a 1980's prototype 'walking tractor' on display- a stillborn project, JD was working on for use in the timber industry. The fascinating machine with four folding limbs looked straight from a science fiction film set!



A small selection of heritage machines are always on show too, including this time a Waterloo Boy N and an early model A. After an hour in the Pavillion, we went for a browse next door in the John Deere store: where almost everything you can think of can be bought with a Deere logo.



Lunch was at one of our favourite haunts; the Riverside bar and grill- a trip to Moline is never complete without at least one meal there. It's fair to say over lunch Malcolm was getting a tad excited, for afterwards we were heading across the Mississippi to Le Claire Iowa to drop by at the Antique Archeology store. Malcolm is a big fan of the television show-

"American Pickers" where two middle-aged school friends Mike and Frank search through hoarder's sheds for junk to buy- and sell at their 'Antique Archaeology' shops: Frank's store is in Nashville Tennessee, and the Le Claire store belongs to Mike.

Malcolm was looking forward to meeting shop assistant Danielle, as well as looking through the junk for sale. But alas our visit turned into a double disappointment: firstly Danielle no longer visits the shop during opening hours due to her popularity and there was hardly anything old for sale! The shop is decorated out with antiques - labeled not for resale! , and is mainly just a retail outlet for merchandise connected with the TV show! Ho Hum.



It was perhaps just as well there was not much to see- as we had to keep a keen eye on the time: for we had to be back to the Hotel late afternoon to smarten up ready for the evening banquet- the finale to the Gathering of the Green. Excellent it was too, with good food and entertainment. After dinner speaker was Jerry Apps- author, storyteller, and historian. A brilliant raconteur, Jerry was able to captivate the audience but did receive a few boos when he said ' When I was growing up on the farm Father owned a Farmall'!



Day 10 Sunday.

We had originally planned to fly home on this day, but the lack of an inter-connecting flight from Moline to Atlanta resulted in a Monday departure instead. But an extra day is always useful and gave us sufficient time for unstressed packing and another excursion. The morning was spent sorting our luggage, including a visit to the airport to weigh the 'tractor spares box!' Minor adjustments resulted in a steering wheel moved to a suitcase. What's more additional protective tape was required to cushion certain items- so we visited 'Blains farm and feed' a warehouse, which is a cross between a farm supplies business, and a DIY store.



Afterwards we headed west on the I-80 for Walcott Iowa to the 'Biggest truck stop in the World!' The spiel is not wrong, the site is huge and an ideal place to stop for lunch.

We picked Gramma's restaurant, but were a bit surprised: when cold drinks were served in jam jars, and even more so when Malcolm's apple crumble dessert came in a mini saucepan!



Dinner aside we'd come to Walcott to see the Iowa 80 truck museum. Opened in 2008 it houses the personal collection of the late truck-stop founder Bill Moon. Stepping inside the huge shed fronted with an art-deco façade we were greeted by an impressive collection of trucks mostly restored and all immaculately presented.



Of particular note is a 1910 Avery with novel cast iron wheels shod with wooden plug tyres and a top speed of 15MPH.

There is also a very rare 1917 Velie (One of only 5 known to survive)– built by Willard Velie in Moline – grandson of John Deere, who also dabbled in cars, and aeroplanes!

Remember the 1970/80's rock band REO Speedwagon?– they took their name from a model of truck built by Ransom Eli Olds and there is a 1929 example here.



Possibly the most impressive truck on display though is a mundane 1958 Kenworth Bullnose KDC925C in which sole-owner driver Ray O'Hanesian drove over 5 million miles before he retired in 1992.



After an enjoyable couple of hours in the museum we crossed the street to the main truck stop building.

Inside we found Mecca for the custom truck enthusiast- from chrome stacks to wheel covers- there is everything here to pimp your ride.

Leaving Walcott we headed west to visit Durant Iowa, we passed through there in 2010 and found a Minneapolis Moline graveyard where the tractors still there? They were, and now more besides! Having been joined by a few Oliver's and Case's! We finished the day with our evening meal at Cracker Barrel restaurant and country store.



A 1917 Velie 3.5 ton one of only 5 known to survive



Day 11. Time to head back to Blighty, but we were not due at the airport until 1pm so after a leisurely breakfast we headed to the John Deere World HQ. With all our luggage and purchases now in the car it was a safe place to visit, as security is second-to-none. Again Terry, Malcolm and I had been before but all the display items were different this time. I was surprised to see the 1938 cut-away Styled model A tractor. I first saw this exhibit in the foyer at Westfield Avenue works Waterloo in 2004, at sometime it'd travelled the 170 miles south. There was also one of the pre-production 110 garden tractor prototypes dating from early 1963, a pioneer of Deere consumer products division. I particularly liked the 1936 John Deere



BI-industrial tractor which worked in the John Deere plow works for 47 years from 1936 up to 1983! It's hard to think of an employee's still hand cranking a 1930's petrol tractor in a JD factory in the early 1980's!



We enjoyed our final meal at Appleby's Moline before the first leg of our flight home from Quad City Airport Moline to Atlanta Georgia. It was a wonderful flight, on a beautiful clear day with a first class view of the Appalachian Mountains in East Tennessee. Our flight from Atlanta left on time and with no delays we touched down at Heathrow on schedule at 11am the following day. Another enjoyable and memorable trip had come to an end.





# Junior Club



## The First Junior Club Members' Parade at Stradsett Park Vintage Rally

On Sunday 30th April

At 10am in the Main Ring

All Junior Club Members are invited to take part in the parade. Bring your hand tools, Horticultural machines may be driven if accompanied by a competent adult and stationary engines may be parked in the ring centre. We really hope to include all our Junior Club Members.

Each participant will be interviewed and will be photographed for publication in the Vintage Torque.

The usual 'Special Invitation to sit on a Static Tractor' may also be carried out during this time in the ring or later on during the show on a tractor of your choice.

If you would like to take part in the parade please make sure that you complete and return the entry form which was sent to you in the post.

I received this letter from a Junior Club member

Dear Vivien,

Here are some pictures of my 1942 Standard Fordson and my 1940 Ransome potato Spinner. I have been putting them away for winter, draining and sheeting them up to keep Mr Jack Frost out..

I would just like to say a big thank you for all the events, shows and rallies that I attended in 2016. Looking forward to 2017 and the Tractor World in February and many more. A big thank you to all members of NVTEC -EA Group.

Thank-you, Samuel Taylor, Junior Club member.

PS Well done to David and Matthew....Top Men!

Calling All Juniors to Stradsett Rally

Sunday April 30th & Monday May 1st

If you are unable to take part in the Parade on Sunday morning remember to bring your 'Special Invitation' with you to the Information Tent to have your photograph taken for publication in the June Vintage Torque

Do send me your photographs and let me know how you are enjoying your vintage hobby. You can email me or write a few lines.

## Happy Birthday Wishes

To Oliver Stone who was 9 years old on December 1st

To Harvey Rutterford who will be 7 years old on April 26th

To Lily Mitchell-Crook who will be 10 years old on March 20th

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

To Reece Enefer-Harrison who will be 11 years old on April 26th

To George Collison who will be 10 years old on March 19th

To Charlie Brett-Reynolds who will be 11 years old on May 20th

Jacob Mycock who will be 6 years old on April 28th



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## BIG WELCOME

To new Junior Club Members :  
Jacob Mycock and Oliver Stone

I hope you will enjoy being part of our Junior Club and I look forward to hearing from you.



# My Rallying Year by Finley Creasey aged 7 years



**Stradsett Park** Stradsett was the first rally of the year and my favourite one. There were a lot of tractors this year at the event and I especially liked the big twin city as it is just a bigger version of what my Granddad had bought the year before. The West family took along a hart Parr and I asked them if they had finished the Rumley Oil Pull they promised that I could sit on when they had completed the restoration from the letter they sent me in the vintage torque magazine. They said it was on the list to do "sounds just like my dad and granddads response" they have a massive list and I am bored with waiting for them to get some of it done. The West's offered me a sit on their Hart Parr which I gladly jumped on and had my photo taken. It was brilliant Thank you. The show was great and I really enjoyed myself and am looking forward to next year.

**Barton Hill Plough Day.** We could only visit as we had only returned from holiday the Sunday morning Dad and Granddad really wanted to go but it fell wrong on the calendar. We looked at the massive Class tractor and I wished I could have had a go but the driver wasn't about. I was so small against it. We saw lots of tractors ploughing with their implements and they were making the best job of making it go brown. I'm going have a go when I get older. My dad's favourite tractor was Ashley and Peters Fordson as dad told me this used to be his granddads. The burnt paraffin drifting across the field smelt lovely. My favourite tractor was the John Deere model AR. I'm going save my pennies for one of these.



**Hockwold** Unfortunately I had a birthday party to go to in the afternoon so only was able to go for the morning. We left early and got set up with my dad's and granddads tractor. Matthew met us at our house so we could all go together I helped them unload. There were lots to see and do at the show and I really enjoyed it. I played with some snakes and a tortoise from swallow aquatics. I liked the catering stalls as the fish and chip van looked like a great big silver airship and the crepe stall was a old Citroen van. We caught Matthew and Gordon tucking into "one or two". Gordon and Matthew let me have a sit on their tractors and I was sad to have to go as I was having such a good time.



**Eden Camp.** While we were on holiday we visited Eden Camp. It was full of old interesting war items. The displays were great and even smelt like it was in the war. I liked looking at the big guns and all the old tanks. It was a special day and they had people dressed in military clothes and were dancing to old songs I had a go and it was fun. We even had food in the restaurant which was what they used to eat in the forties. Dad wasn't impressed and was still hungry. I would recommend a visit to anyone.



**Newark.** We visited Newark Show for the first time. It was wet and miserable when we got there. We looked at lots of amazingly restored tractors and saw lots of unusual ones. We met up with Matthew and David on the NVTEC EA stand and they had made a brilliant job. I had my photo taken on the prize tractor for the plough day dad and granddad had some tickets and if they win said they would share it with me Fingers crossed. My dad Matthew and David couldn't believe that granddad had opened his wallet to buy some tickets so they all photographed it as evidence that it does come out I found this very funny.



**Hilgay.** We had great weather for the show. We saw several tractors and lots of cars. I took part in the dog show with Aunty Lynn's dog called Bobby and we came 3rd. In the show. I was very nervous as I had never done something like this before. I also liked the stationary engines and think I may try to get Granddad to buy me one when we go to the next sale. I think I would like a Petter M 1.5hp as they sound dreadfully funny and make smoke rings.



**Sandringham.** My dad couldn't get to this show as he was working so nanny and granddad took me with the bygone display. They took their sewing machine collection. I like the Sandringham show especially the food hall where I kept making nanny go back to the sausage stand and keep getting me samples of the strawberry jam and black pudding sausages "Yum Yum" I think I ate about 6 sausages in total. There were lots to see and do. Gordon and Brian let me sit on their MM GTS as a special treat as I knew some photos on mums camera would annoy my dad as this is one of his favourite tractors. "Ha Ha" Very busy day walking about and very expensive for Nanny at the Doubleday stand. I was very tired at the end of the day.

*Continued overleaf*



**Scarborough Fair** My Mum and Dad took me out for a day to the seaside so we decided to go to Scarborough. As we were driving there my dad saw a sign on the side of the road for Scarborough fair museum with a steam engine on it. As we went further along the road we kept getting closer and before we knew it my dad had taken a detour into the car park. Good old dad.

We got out of the car and went into the reception and got our entry tickets the lady said behind the counter would we like some tickets for the rides. Mum said what rides the lady said they had galloping horses, dodgems, caterpillar ride, ghost house and a funny walking on wood ride.

I told my dad he had made an excellent detour. We got some tickets and went in first we passed some funny mirrors that made us short tall fat and thin. We all looked funny.

When we entered the room we saw a massive set of galloping horses. We then saw motorbikes steam cars, tractors, fire engines, music whirlitzer machines, steam engines, penny machines it was amazing. We went on all the rides. The galloping horses were super and I found a horse with Matthew on it so I had to choose this one to ride on.

I hope to go back again as this was such a good day out and would recommend to anyone. By the by the time we left we didn't make it to the seaside so will have to try again at some point. Let's hope dad finds another detour.



**Wicksteed Park at War.** My uncle used to be in the T.A. so as a birthday treat me and my dad decided to take him to a military show at Wicksteed Park. There were loads of military machines, both British and German. They had lots of different things to look at. They had a tank that fired blanks, it was very loud. I tried a uniform on and also had my face camouflage painted. We saw a full size Spitfire and spoke to the pilot. He must have a fantastic job. My dad got talking to him about military tractors to try to get some information as he had just bought an industrial RAF Standard Fordson and needed some information about it so he can restore it for the rally season next year. We had a great time even though we got soaked.



**York Railway Museum** While on holiday my mum wanted us to go to the York railway museum to see the big steam trains that they used to use. I have been learning about them at school and wanted to see the

flying Scotsman as it was the first steam train to reach 100mph. We also got to see the mallard which they let me sit in the driver's seat. The driver told me that I would have been suitable for an apprentice for shovelling coal as I was small. Not sure if this is my kind of work but I'd be happy to have a go. We also saw the rocket which didn't look much like a steam engine. Had a great day and found it very interesting.



*Thank you very much Finley for an interesting review of your rallying year. Viv*





# Wanderings From Over The Water with Laurie and Brenda Hammond, Kent

In the last Vintage Torque there was a mention of The Food and Farming day for school children. We have been doing a day like that for the last 10 years at the Kent County Showground. We started off showing modern and vintage tractors and stationary engines with the engines driving something to do with farming. The modern tractors have stopped coming just latterly because of the red/white diesel rule and Kent police are hot on this if not on a lorry. On the engine side we try to keep to about 10 engines driving water pumps, dynamos, corn crushers, saw benches etc. With water pumps we get asked what they are for and you have to tell them that when you turn your taps on at home there is a big pumping station near where your house is pumping water to all the other houses. The same with the engine lighting plants. When you flick a switch the lights come on. Not all farms years ago were on mains. The engine men with corn mills always have a supply of small plastic bags for when they get asked can we have some for our chickens. The ones with saw benches cut very thin slices so the children can put their name on or house number. The rest of the showground has beekeeping, a forestry section making hurdles, clothes pegs or anything from wood and a sheep shearing show. One building has peat and topsoil on the floor to show how vegetables grow. There is a plastic cow that the children can milk, pigs, goats, cows, rabbits and ferrets in another building. It gets a bit manic at times with about 2,500 children to cater for but each school has a certain time for each section with showground stewards taking them around. We all get a packed lunch and hot coffee/tea brought round by the showground staff. It's altogether a good day talking to the children.

After the Schools Day it was home, load the van with pins and rope ready for 'Steam in the Park' at Dartford on Saturday May 7th. Run by Dartford council in memory of Richard Trevithick who is buried in one of the cemeteries. They have all sorts of steam vehicles with at least 20 plus mini steam, lorries, tractors, cars and motorbikes etc. All the public in free as it is held in a public park. We usually have about 20 engines, most driving something and get crowds of people wanting to know about them. When the show is finished it's out with the pins, wind up the fencing rope, put it all in the van ready for the 'Cowpie Country Show' on Sunday May 8th. Run by the Kent, Surrey and Sussex Young Farmers Clubs at the Lingfield Showfield where the Young Farmers have their competitions on the Saturday followed by the show on Sunday. There are tractors old and new, cars, lorries, and military including tanks. There are home made food stalls galore, nearly all the agricultural dealers are there with their latest machinery. We have our engines to one side of the agricultural dealers with the vintage tractors to the other side. We used to have 30/40 engines before the show moved from Dorking to Lingfield but now they have dropped off a bit. I think they are building up again as long as the elderly gentlemen ????? Don't pop their clogs. Sadly we have heard of 3 already.

Another nice day sitting in the sun.....yes, I did say SUN (we've had some wet/windy ones) watching the planes coming in on their flight path to Gatwick

*Editor: Thank you to both of you for taking the trouble to put pen to paper. It's always interesting to hear what's going on in other parts of the country. Best wishes to Brenda for her continuing recovery and glad to hear that she is now 'firing on all 4'. Looking forward to seeing you on the rally field.*

## Great attendance at the Starting Handle Club Christmas Party

On Saturday 7<sup>th</sup> January 2017, the Norfolk based Starting Handle Club held their annual Christmas Party in Taverham, Norfolk. Bob and his team never cease to amaze me with over 160 attending this year. It was the first chance of the year to catch up with all our friends and acquaintances after the Christmas break. Several of us chose to stay over and meet up again for breakfast on the Sunday morning. It's great value for money with a 3-course meal and tea or coffee plus entertainment with balloons and party poppers for just £25.00 per head. For details of the 2017/18 Christmas party contact Bob Park on 07860 174906. Many of the NVTEC-EA group attend and I thank Bob and his team for a brilliant weekend. Gordon Carson



Dale Morely with his newly restored Massey Ferguson 35 Industrial all ready to show at our Stradsett Park Vintage Rally. Are you ready for Stradsett?





# Nick's 100 year old 'Big Bull'

There can't be many 100 year old tractors still in existence, especially in running order, but one that has earned its place in the history of Norfolk as the first tractor to come to Heacham is the Whiting Big Bull, now in the capable hands of Nick Ewer. This is a beast of a tractor weighing in at 4,780 lbs with the power on the draw bar stated to be 12hp, about 1900 lb. The overall length is 13 '11": width is 6'5" and overall height 6'3". Nick has recently brought it to running order as you may remember seeing it being towed around the ring at Sandringham and standing on its peg at Stradsett Rally celebrating our club's 40th anniversary in 2014. Nick says that surprisingly it didn't take much to get it running; a new radiator and two new tanks for the petrol and paraffin. There was little wear on the engine leading him to believe that it certainly hadn't been over-worked and possibly that it last worked in the 1950's. Nick feels lucky to have been able to buy the tractor from Jack Beeken's widow. He wanted the tractor because it is a local one and he wanted to restore it.



Stradsett Rally 2014



Nick in his workshop with pictures showing the new domed top radiator and two new petrol tanks. In tracing back through the tractor's history it was calculated that it probably did a maximum of 15 years work terminating in the 1950's. If anyone has information about the history of this tractor, Nick will be pleased to hear from you.



## So what is the history of this tractor?

Believed to be one of only 3 imported into Britain the 1917 Whiting Big Bull came to Yew Tree Farm at Heacham in the ownership of John E. Hodgett where it worked on the heavy land. In later years a 1939 Case cc joined the team along with new owner Walter Cross, the nephew of John Hodgett. Ownership in later years passed on to Jack Beeken.

Terry Wagg wrote in the Heacham Newsletter: 'I used to work for T. Beeken & son in the 1960's and I went with Jack to collect the tractor from farmer Walter Cross who owned the tractor after John Hodgett. Mr Cross sold the plough belonging to the Big Bull for scrap at a price of 10/- '(50p these days !!!)

In those early years the heavy horses would have been the main source of power for all the farm work and not all of the horsemen welcomed the arrival of mechanisation. Some would say that God must have smiled and opened a generous hand when he gave to man the horse but others would say that you could do the work in a couple of hours what you did all day with horses.

Then there was the argument that horses run on oats that the farmer had to grow where as tractors run on gasoline that the farmer has to buy. In 1915 an estimated 93 million acres (27% of the total harvested acres) were used to grow horse feed.





An excerpt from The Distant Scene by Fred Archer: *'Wilfred used to go off and leave Tom in charge. Wilfred bought this 'ere tractor, a Whiting Bull and they started ploughing the big ground. The thing was always going wrong and I had to take my 4 hosses many a time to pull him out when he got stuck. Tom said he started ploughing one side of the big ground with his 4-horse team and Wilfred and Joe started the other side with his tractor. I told um I'd plough um out of the ground and I did, ad-dledum (headland) and all. I tell ya summat else Fred, nowadays they'll plough and plough with these there tractors, padding the ground until thur's no mould left and it'll take the steam tackle to move the soil.'*

### So what was farming life like when the Big Bull came along?

During World War 1 many of the farm horses were requisitioned by the War Office to help at the front line and more than 170,000 farmers went to fight in the trenches so with the lack of labour, farmers had to adapt their way of working in order to feed the country.

The Women's Land Army was formed and soldiers returned from the frontline to help with the harvest but more was needed in the form of mechanisation, and that meant tractors. In 1917 the president of the Board of Agriculture liaised with Whiting (1915) Ltd, an off-shoot of a London department store to import and sell The Whiting Bull tractors. The company is listed as having exhibited at the International Tractor Trials and the Agricultural Machinery Exhibition in 1919 held near Lincoln. It is believed that 3 Big Bulls came to England and 2 went to Ireland.

### So what are the characteristics of the Whiting Big Bull?

Made by the Bull Tractor Company in Minneapolis U.S.A. it was launched in 1915 and quickly became America's best selling tractor. The improved version and the Little Bull were imported to the U.K. in 1917 by Whiting 1915 Ltd of Euston Road, London. The price tag was £325.

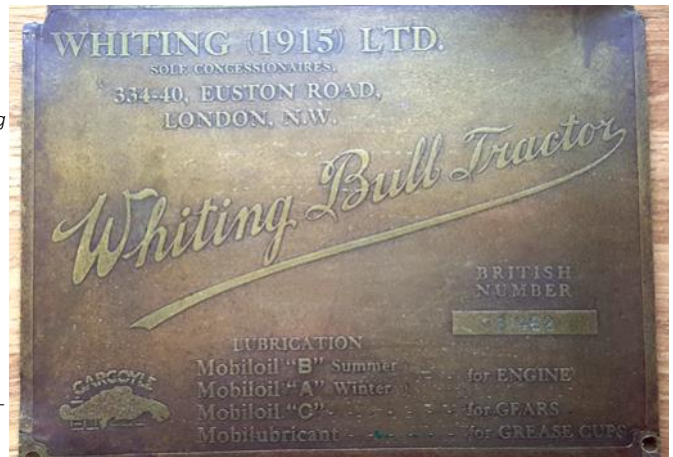
In Kent on a 10 acre stubble field in July 1917 a ploughing demonstration was given using the Whiting Big Bull coupled firstly with a 3 furrow Case plough and then with a 3 furrow Ransome. The demonstration was witnessed by a number of pressmen, farmers and other interested people.

The report goes as follows:

*The Big Bull is of the three-wheeled type with a 5 foot driving wheel having a 12 inch face. The steering wheel is set in line with the driving wheel and is 32 inches in diameter with a 6 inch face having a central rib. The weight of the left hand side of the tractor is carried on a 40 inch wheel which also drives. The steering head is a substantial casting bolted to the frame, the steering wheel being carried in a fork, its position being controlled through worm and segment gearing operated by a hand wheel from the driver's seat at the rear of the tractor. The engine is two-cylinder disposed horizontally, the cylinders being opposed and it develops 20hp. The radiator and fuel tanks are carried on the right-hand side of the frame. The power is transmitted through uncovered toothed gearing to a pinion having roller teeth engaging with an internally toothed gear ring which is mounted on the off driving wheel. The clutch is connected and disconnected by a lever brought conveniently to a position near the driver's left hand.*

*A 10 acre stubble field was obtained and 3 Whiting Bull tractors set to work. A Case 2 furrow plough was being used and it was found that when the ploughing was done with 12" bottoms with the driving and steering wheels in the furrow then the tractor proved to be 'solisteering', seldom requiring a correcting touch from the driver who could leave his seat and walk beside the machine keeping an eye on things.*

*Also because the method of mounting the land driving wheel on the knuckle of the bell crank, the stub axle on which the wheel rotates may be raised or lowered so that the tractor may be levelled whether the main driving wheel be in the furrow or on the land. The spuds on the driving wheel helped in the drainage of the sub-soil thus more than counteracting the effect of packing due to driving weight. The turnings on the headland were done in a curve of very small radius and there was evidence that the machine was handy in every sense of the word. The engine is fed from a carburettor of standard make through the Clapper kerosene vaporiser which being heat jacketed ensures the thorough vaporisation of the fuel. The more perfect the combustion the less is the likelihood of unconsumed fuel leaking past the piston rings into the base chamber. All the air is drawn through a patented dust-trapping device at*



The brass plate which was almost disposed of with some old papers!



Photograph taken in 1919 at Heacham

*once simple and effective. There was evidence too of ample power at the command of the ploughman and if the condition of the soil would permit a harrow could be attached to the right hand side of the drawbar so that ploughing and harrowing could be carried out in one operation. The conclusion to this demonstration was there is not a single detail of the design which is said to have been slurred over.*

Going by this report, the demonstration appears to have been a success. However there was competition around in the form of a British tractor manufacturing company, Saunderson, and in 1917 the British Board of Agriculture placed an order for 400 Model G Saunderson tractors and ploughs manufactured in Bedford. For the Big Bull there were supply difficulties to the UK which had proved to be a best seller in the USA and Canada. Another competitor was the revolutionary Fordson model F much liked by farmers for its reliability and affordable price of £75 with all tractors produced being shipped to the UK.

Mechanization in farming had arrived and by 1918 there were 6,000 tractors in operation in Britain ploughing up land for cereals, oats, wheat and potatoes. The British farmers and the advent of mechanisation saved us from being starved into submission.

For a few years the heavy horse was still working on farms but by 1939 the tractor had moved onto most of the UK farms, displacing horse power. With the size of farms these days the tractors are a necessary source of power but there are still small holdings where the heavy horse will work alongside the handler. *'A horse can plough one acre a day,' says John Dodd. 'You could get it done quicker with a tractor but as long as we get it done there's no need to get one. Principally I like horses, it's in the blood to work with horses. Quite honestly I can never see horses coming back but there will always be one or two who keep them.'*

There will also always be those who strive to preserve our old tractors and other machinery for future generations, for example Nick Ewer and his Whiting Big Bull. **Viv** with thanks to Nick and Malcolm Bush



# Secretary Ted's Talk

There is so much illness about with a nasty 'bug' that keeps returning just when you think you are getting better and those who have to work seem to be under increasing pressure. So it falls to me to fill this 'Chairman's Chat' space and give you Henry's wishes for a happy 2017 rallying year. As I write there is less than three months to go before our Stradsett Park Vintage rally. The theme is spreaders and sprayers and 100 year old tractors and for the first time we will have a Junior Club Parade on Sunday morning. We are hoping for a dry spell of weather prior to the rally so that the ground and particularly the car park won't cause any problems, but as they say, it's in the lap of the gods. Our Vintage Tractor Road Run offers another enjoyable weekend

on April 2nd together with a BBQ on Saturday evening which has proved to be a great evening in previous years. The sales of tickets for the 1956 International B250 tractor draw have been going well and the proceeds are for a good cause, the charity Moth in a China Shop which helps disadvantaged and disabled young people to access sports facilities. If you haven't got any tickets yet, contact David or Matthew. The raffle will be drawn at the Working Weekend. It certainly was a great success last year in the new venue and we hope that you will continue to give your support this year. Holkham is going ahead this year so contact me, Ted if you want to go and David Askew is the man to contact for participating in the Downham Market Carnival. The Summer Visit to a Private Collection sounds very interesting, see next page for more details. So polish up your exhibits and have a great rallying season. *Ted Gray*

## NVTEC East Anglia Group Contact Details for Officers and Committee 2017

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07785915647

**Mr Ted Gray: Secretary, Stradsett Trade Stands & Bygones** [secretary@nvtec-ea.org.uk](mailto:secretary@nvtec-ea.org.uk) 07469702234 01553617653

**Mr Gordon Carson: Stradsett Rally Organiser, Publicity Officer**  
[stradsett@nvtec-ea.org.uk](mailto:stradsett@nvtec-ea.org.uk) 01945880091 07860658767

**Mrs Chris Hunt: Membership Secretary** 01366388907  
[membership@nvtec-ea.org.uk](mailto:membership@nvtec-ea.org.uk)

**Mrs Judy Webb: Vice Chair, Stradsett Cars/Bikes/Commercials etc**  
[judithwebb127@btinternet.com](mailto:judithwebb127@btinternet.com) 01366728776 07895787076

**Mrs Jayne Carson: Treasurer** 01945880091

**Mr David Askew: Road Run Organiser** 01945430481 07748287107  
[susanjaneaskew@gmail.com](mailto:susanjaneaskew@gmail.com)

**Mr Ian Long: Winter Meetings/Summer Visits Organiser**  
[ianlong69@live.co.uk](mailto:ianlong69@live.co.uk) 01406364863 07962026315

**Mr David Mycock: Working Weekend Organiser Stradsett Engine Steward** 01366500879 07977337095 [david.claire1@btinternet.com](mailto:david.claire1@btinternet.com)

**Mr Malcolm Mycock: Stradsett Steward** [caramal52@yahoo.co.uk](mailto:caramal52@yahoo.co.uk)  
01366500250 07974854045

**Mr Matthew Hoy: Assistant to Stradsett Rally Organiser & Working Weekend Organiser** 01366324283 07871155122  
[matthewhoy1980@gmail.com](mailto:matthewhoy1980@gmail.com)

**Mr Reg Fletcher: Stradsett Tractor Steward** [rhino1511@yahoo.co.uk](mailto:rhino1511@yahoo.co.uk)  
01366383134 07771564458

**Mr Andrew Bennett: Stradsett Information Tent Steward**  
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[alanc@whiteman1227.freemove.co.uk](mailto:alanc@whiteman1227.freemove.co.uk)

Mrs Vivien Gray: Vintage Torque Editor, Junior Club Organiser  
and contact for Club Clothing,  
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01553617653 [kalfi2@btinternet.com](mailto:kalfi2@btinternet.com)

Once again a big thank you to those who have contributed to this issue. Please keep sending me your stories and photographs for everyone to enjoy. June Deadline: May 6th

## 'Friends of Stradsett' Needed

For Our Club's Stradsett Park Vintage Rally April 30th & May 1st

Since our club started having a Vintage Rally 43 years ago it has grown into a very popular event. Being one of the first rallies of the year we have a great attendance of exhibitors and fantastic support from the public. However, that brings its own problems. So this year we are looking for some more volunteers or 'Friends of Stradsett' to get involved in the running of the show. If you feel you could help at the rally on Sunday and/or Monday please either call me on

01945 880091 or 0786065767 or email me at [stradsett@nvtec-ea.org.uk](mailto:stradsett@nvtec-ea.org.uk)

Thank you, Gordon Carson, Rally Organiser

## Membership Matters

Hi Everyone

Well, as many of you have had this bug that's going around my first thing to say is I hope you are all feeling fit and ready for the season, and to those who have lost a loved one we are thinking of you at this sad time.

Now to the next part of my chat. It's February and I am now in need of your memberships. Just over half of you are sorted but the rest need to send me your SAE and cheque. You should have had your reminder in your Christmas Vintage Torque. Please check that your details are correct. If they are not, the magazines will not arrive and I get many phone calls but I can honestly say I don't know where you all live so please help me on this one. Some of you will get a reminder letter. Please ignore it if you have already sent your membership to me. Thank you!

To Help you here are my contact details, ☎ 01366 388907 home

email; [membership@nvtec-ea.org.uk](mailto:membership@nvtec-ea.org.uk) If you email me I will answer as soon as I am able. Address: 14, The Paddocks, Downham Market, PE38 9JA

Have a great season with NVTEC-EA Group and friends.

*Chin*

## Club Clothing

I asked at the wholesalers the other day if there were price rises on all clothing. It seems they are trying to hold down prices but inevitably there will be rises on some items. The items that are in stock will remain at current prices but any items that need to be specially ordered in may be subject to a rise. So if you are needing a sweat shirt or polo shirt do contact me before current stocks are depleted. telephone me on 01553 617653 to place your order and arrange delivery. Or email me at [kalfi2@btinternet.com](mailto:kalfi2@btinternet.com)

Lightweight grey Baseball Caps in stock £5.70. Black Baseball Caps:£6, Polo Shirts, short/long sleeves,£11 & £15, Sweat shirts, new colours:£15, Overalls, zip or stud fastenings:£18/£17 Fleece Gilets to order, Fleece Jackets to order, Black Shower proof fleece-lined Jackets to order, padded body warmers £18, Shell Jackets, light and warm, black or navy, to order NB. If you want something different, I can make inquiries for you at the wholesalers. Just ask me! Viv

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





# Diary Dates

**Little Downham Bygones & Organs Extravaganza** nr Ely 25th March 1.00pm—5.30pm in the village centre adults £2.50 Held in aid of MAGPAS sum raised contact Trevor Brown 01353778830

**Vintage Horticultural & Garden Machinery Working Day** Sunday March 19th at Stanfield Norfolk on B1145 10.30am start contact Adrian Hall 01328851571 Proceeds to East Anglian Air Ambulance

The Norfolk Mini Pullers Association Tractor Road Run & BBQ Easter Sunday April 16th 10am Home Farm, Swanton Morley Road, Worthing, Dereham NR20 5HS £10 per tractor (inc. BBQ) BBQ also available for non-drivers/passengers/general public. Cheques payable to Ian Thompson on the day. Details and Entries to Alec Crisp (Chairman) NMPTA, Home Farm, Swanton Morley Road, Worthing, Dereham NR20 5HS

Eastern Counties Spectacular April 22nd & 23rd. Due to the near proximity to our Stradsett Rally there will not be a club stand but Matthew and David will be there selling raffle tickets for the M.C.S charity tractor

Two Road Runs, Sunday 16th April & May 14th both starting at Longham village hall at 10am. contact Kevin Roye 01362684213 for more details

Carrington Steam Rally 28th-29th May Featuring single and twin cylinder tractors. If you would like to exhibit on our club stand contact Gordon on 01945 880091 or 07860 65876 or Matthew on 07871155122

Guestwick Tractor Run Sunday 28th May 2017. Meet 10.00am at Village Hall Guestwick. (Tractors to unload at Station farm Barn) Bacon butties/tea coffee available before 10.00am at Guestwick Village Hall. BBQ meal on the return run at the Village Hall. For details and entry forms contact Kevin Roye at Haysel Cottage 1 Hindlevseton Road Guestwick Norfolk NR20 5QL. or Telephone 01362 684213 Donations from proceeds to Guestwick Village Hall Reg Charity 303964 and to Children with Cancer Reg Charity 298403.

Burghley Game & Country Show May 28th & 29th contact: Engines Clive Richardson 07789266423

**Downham Market Carnival Parade.** Monday 29th May. If you would like to take part with your Vintage tractor or Classic Car please contact David Askew 01945430481 07748287107 [susanjaneaskew@gmail.com](mailto:susanjaneaskew@gmail.com)

Hockwold Country Fair Sunday June 4th at Wilton Farm. For details contact Judy Webb on: [judithwebb127@btinternet.com](mailto:judithwebb127@btinternet.com) 01366728776 07895787076

Brian's 80th Birthday Tractor Road Run & Vintage Fayre at Briston NR24 2PS Come and enjoy the day on Sunday June 11th 10am-4pm 80 Tractors, steam cars, stationary engines, stalls etc. Donations for prostate cancer All entries are full. Contact Brian Cottrell 01263 711096

**St Botolphs Vintage Tractor Road Run**, Manor Farm Grimston Sunday June 18th Tractors to meet by 10.00am to set off at 10.30am. Route will head for Great Massingham, through Harpley to Anmer, on to Sandringham before returning to Grimston via Hillington at around 2.30pm, approximately 22 miles. A free packed lunch will be provided by the organisers, on Massingham Green. Bacon butties, coffee and tea will be available by 10.00am before the run starts. Family afternoon from 2.30pm at Manor Farm with farm machinery, steam traction, stalls and attractions, hog roast, strawberries and cream, a beer tent and BBQ. Details and entry forms from organiser Roger Coe at Manor Farm, Grimston, King's Lynn, PE32 1BG, telephone 07739 892141, or from Trevor Stebbings on 01553 630603

Holbeach Town & Country Fayre 17th & 18th June contact: engines 07724075762, Trade 07780455121, Craft 01406423815

Long Melford Vintage Rally July 1st & 2nd contact: John Morton 01787371843

Hilgay Vintage & Country Show August 5/ 6th contact: P. Bates 01366387988

March Steam & Vintage Show August 5th & 6th contact: Dave Hoyles 01709589050 07952249899



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



For Entry and Sponsorship

Forms Contact

David Askew 01945 430481

Gordon Carson 01945 880091

Or Download Them From

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

Holkham Country Fair July 22nd & 23rd contact Ted Gray for tractors and engines 07469702234 01553617653

### NVTEC-EA Group Working Weekend & Ploughing Match

September 2nd & 3rd Hall Farm, Fincham PE33 9DQ by kind permission of Hugh Mason. See vintage tractors working alongside modern equipment with dealer demonstrations. The raffle draw will take place on the Sunday. Refreshments available. All proceeds go to charity Moth in a China Shop. Contact David Mycock on 01366500879 07977337095 [davidclaire1@btinternet.com](mailto:davidclaire1@btinternet.com) or Matthew Hoy 07871155122

## Summer Visit

To a Private Collection at Great Ellingham on Saturday May 20th at 2pm. Vintage machinery and cars, some modern machinery, a personal collection laid out in various settings and a film show to sit and watch. Refreshments will be available. Toilet facilities available. Donations will be appreciated for the East Anglia Air Ambulance. Meet at Crown Farm, Stalland Common, Great Ellingham, Nr Attleborough, Norfolk NR17 1JF

Starting Handle Club Summer Show August 12th & 13th contact: Michael Curtis 01508550293

Earls Barton Rally & Country Fair 26th 27th & 28th August Mark Dalstenne 07513306093

Sandringham Game & Country Show September 9th & 10th contact Clive Richardson 07789266423

Winter Meeting at Ryston Golf Club 7.30pm

March 16th: Wildlife Photography with Kevin Salford

Everyone welcome, bring your friends too!

For more Vintage News and Views of many photographs and to download entry forms go to our web-site [www.nvtec-ea.org.uk](http://www.nvtec-ea.org.uk)





# Stradsett Park Vintage Rally 2017

## 'Sprayers & Spreaders & 100 year old tractors'



Hi everybody, by time you all read this, the 2017 41<sup>st</sup> Stradsett Park Vintage Rally will only be a few weeks away. Our 2016 rally had a bit of a spongy rally field and car park to say the least so I'm keeping my fingers crossed this year that it will be better. The layout this year will be much the same which will help but as we all know we are very much weather dependant. We have also kept all the same great volunteers, bar one, as well as the help from our Friends of Stradsett.

In addition to Reg Fletchers Sprayers and Spreaders Theme and 100-Year-Old Tractors we have also included a section for 100 Years of Ford and Fordson.

New for this year will be the Mini Tractor pulling but keep your eye on our chairman Henry Howlett.

If you haven't sent your forms in yet you probably need to as time is ticking away and don't forget your A5 stamped addressed envelope.

Each year we lose a few members and gain new ones, but if you have a friend with any interest in vintage machinery please get them to join the club as it's great value for money. You get 4 of these fantastic vintage torques and 4 national Vaporising magazines posted to you.

Let's all hope the sun shines on us this year and I look forward to seeing you all at the shows and rallies.

Gordon Carson Rally Organiser

## Muck Spreaders and more

As winter loses its grip and days grow longer, crops push ever eagerly up from the soil and their roots seek nourishment. Late winter into summer seems to be the best time for MUCK SPREADING! A pleasant drive out into the countryside to breathe fresh country air may be met with 'phew, what's that horrible smell!' as slurry, poultry and farmyard manure and are spread over the fields and with housing encroaching evermore into the rural environment even a BBQ can be spoilt by noxious aromas.

A manure spreader/muck spreader or honey wagon is an agricultural machine used to distribute over a field as a fertilizer. A typical modern manure spreader consists of a trailer towed behind a tractor with a rotating mechanism driven by the tractor's power. Originally manure spreaders began as ground-driven units which could be pulled by a single horse or a team of horses. Many of these ground-driven spreaders are still produced today, mostly in the form of small units that can be pulled behind a larger garden tractor. The first successful automated manure spreader was designed by Joseph Kemp in 1875 in Waterloo, Canada. In 1903 he expanded the company to Waterloo, Iowa before selling the design to International harvester in 1906. However because the manure was deposited directly behind the wagon with very little spreading to the sides, farmers still had to manually spread the manure to avoid burning the soil.



Joseph Oppenheim was the inventor of the first wide spreading manure spreader. He was a school master in a small town and was concerned that his older students often missed school as they were loading and spreading manure. His invention incorporated a steel axle with several wooden paddles attached to the shaft to throw the manure outward in a broad pattern eliminating the necessity for manual spreading. The demand for this spreader grew quickly and the design became the brand that set the standards for spreader performance decade after decade (*Wikipedia*).

It is said that Farm yard manure spreaders are the only machines that their makers will not stand behind. Ha Ha !!! .....and that they are possibly the most anti-social piece of farm machinery.

Some years ago a farmer protested about an alleged mis-management of his bank account. After a 5 year battle with the bank during which he claimed it had cost him more than £100,000 and forced him to sell his prize-winning herd of Ayrshire cows at his farm he finally snapped. He drove a muck-spreader loaded with 4 tonnes of foul smelling cow manure into the city centre and blasted the slurry over the bank's

building and leaving a heap outside the door. It was said that the effluent was too deep to walk into the bank unless you had waders. It seems the bank branch was a listed building and the farmer, who claimed he did not know this, was ordered to pay £2,000 compensation towards having the stonework professionally cleaned. He was convicted of criminal damage but given a conditional discharge.

The farmer said, 'I have no regrets about what I did. After all, they dropped me in the shit. I was driven to it by sheer frustration, I couldn't take any more.'

**don't try it!** Viv, with thanks to Darren Tebbitt

