



SEPTEMBER 2020

VINTAGE TORQUE

PRESERVING THE PAST FOR FUTURE GENERATIONS

MESSAGE FROM YOUR RALLY ORGANIZER

Hi all, By the time you all read this it will be late August or early September and what a strange year this has been for us all. I was lucky enough to attend the spring tractor world show in Malvern back in February. That seems a world away now, it's just amazing how things have changed in that time you just couldn't have imagined what has happened since. We were incredibly lucky to win with both tractors and the club won best club stand so I suppose this year you could say we have 100% success rate. I do feel for all the event organizers and their helpers who all work so hard to organize events for us all to enjoy but just like our club lost it all this year. Not that it been wrong, yes, we all enjoy the shows etc, but all our safety and health of others had to come first. This is why I am writing this, whilst it has been bad for us all the club really needs your continued support for 2021. The club is financially sound but obviously lost money this year after Stradsett being cancelled, so please renew your membership in December. All our 2020 events sadly had to be cancelled from our coach trip, road run, Stradsett rally, Sumer visit, and working weekend. We have now rebooked the coach trip for Wednesday 14th April, road run for Sunday 28th March, rally for Sunday 2nd and Monday 3rd May with the summer visit and working weekend dates to be confirmed. Please all look after yourself's and you families and lets batten down the hatches for winter and look forward and hope for a brighter 2021.

Gordon Carson - NVTEC-EA

Driver and lorry reunited after 25 years



The Bedford J Type reg FEW 28D was purchased new by H E Darkins & Son, Stoke Ferry in 1966 who were coal merchants. Malcolm has known the lorry from new and started driving it in the mid-70s delivering coal to surrounding villages within a 6-mile radius of Stoke Ferry. He worked for Gordon Darkins until he sold the business to F Banham in 1989, where he continued to drive the lorry till 1994/95. During the time with Banhams both

Malcolm and the lorry attended several Weeting Steam Engine rallies, supplying coal to the engines. After Malcolm left Banhams, the lorry stayed in the area for a short while until Banhams sold out to CPL in 1996, when it was relocated to the west country. After years of searching, we had given up hope that it was still in existence. After yet another search of the internet, a magazine article from November 2018 was requesting if anyone had any information regarding the history of the lorry. I managed to get hold of a copy of the magazine and subsequently the editor and the information given enabled us to contact the current owner. Following a phone call to the owner Mr John Gale, he told us that it had gone to the CPL Barnstable yard where he purchased the lorry from in 2001. After giving the information he had asked for and the all-important question "if you would ever part with the lorry, would he bear us in mind". The middle of the following week, I received a call and John said he would part with it explaining it was in storage in a shed in Cornwall. We found out it was in a chicken shed in Whitstone, the other side of Launceston. The Bedford returned to Stoke Ferry on Wednesday the 8th July with Malcolm first words being I never thought I would see her again.

Once able to move it into the drive, followed by its first wash, Malcolm's words were "it never was mucky when I drove it and it will not be mucky now". It is now being stripped for a rebuild and hopefully will be out and about next year, fingers crossed.

David Mycock- NVTEC-EA



Marshall MP6 serial no.6740077 - PART 1

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My interest in MP6 tractors goes back 40 odd years when I first read about them in various books & magazines.

The first time I saw any MP6's was in the early 1990's at the Great Dorset steam Fair & from then I wanted my own.

During the 1990's I came across three that were for sale, the first was one I found accidentally. I brought a clutch for a VF crawler I was restoring. When I went to collect the clutch, I was surprised to see an MP6 in the yard. The owner didn't really want to sell it but £6000 was talked about but only being 17 years old at the time, if I sold all my worldly goods, I could have only raised half! Several years later I was offered one still in France, so I sold a few tractors & scrapped together enough money to buy it but only a few photos turned up & the tractor never did. I heard of a couple more but all way out of my price range.

I continued to have a keen interest in MP6's but was limited to admiring them at rallies & reading articles in magazines. One set of articles written by J.Bloom in 1994 contained photos of No.77 in Australia, little did I know that I would become the owner of this tractor 24 years later.

Most of the history of this tractor has been recorded since it was new till the present date. The tractor, 6740077, was built 1/10/1957 & shipped to Moor Road Machinery, Adelaide, South Australia on the 5/11/1957. Quite what happened to the tractor for the next two years is unknown but what is known is the tractor was sold as a new tractor by Jorden Taylor in December 1960 to Mr & Mrs Brown of Esperance, Western Australia. Asking price was £2000 but was sold for £1700.

Mr Brown had a 1500 acre holding to which he added another 1500 acres to. The MP6 was his main tractor. When new it was exported without rear wheels & batteries.

On arriving in Australia, it had Australian made wide cast iron wheels & tyres fitted it also gained a hydraulic system for a spool valve but not linkage & a set of lights.

One of the tractor's first jobs with Mr Brown was chaining scrub land this involved hooking a very long ships anchor chain between a VF crawler & the MP6 then dragging it across the land in opposite directions which would drag the scrub into heaps to be burnt.



No.77 when new, chaining brush in Esperance, Australia.

Drilling in Australia

With the land cleared the MP6 carried out general cultivating & drilling work. In search of more power, Mr Brown built himself a tandem tractor using the MP6 at the front & a Marshall series 2, less front wheels, hooked to the rear of the MP6. This however proved unsuccessful & the series 2 was replaced with a Fordson Power Major.



No.77 converted to a tandem tractor with a series 2 coupled to the rear.



No.77 tandem with major

Unfortunately, it's not known how successful this combination was. The MP6 also saw use towing a trailed scraper to dig/ build dams. At some point in its working life both final drives have been replaced with newer reinforced type. Mr Brown was still regularly using this tractor right up until his retirement on the 15 March 2000. There aren't many tractors that have worked for 40 years!



No.77 grading farm roads 15th March 2000



On Freemantle dock, 2000.

The next owner & fellow Marshall enthusiast was an English man who first saw the tractor in Australia in June 1980. Unfortunately at this time it was not for sale. Having expressed an interest in the tractor, Mr Brown promised to let Mr Walker know if & when the tractor came up for sale. Mr Brown & Mr Walker kept in touch for many years but eventually, after moving home, they had more or less lost contact until June 2000, some 20 years later, Mr Walker received a letter from Mr Brown offering the MP6 for sale.

Despite not having seen the tractor for 20 years, Mr Walker brought it & with all the necessary paperwork in place it was shipped back to the UK leaving Freemantle late November & arriving at Felixstowe December 26, 2000.

Whilst in Mr Walker's ownership he replaced the cast rear wheels with standard rear wheels, repaired the starter motor, replaced the toolbox & generally serviced & tidied up the tractor. Although never rallying the tractor, Mr Walker did take it to a couple of ploughing matches.

In 2001, I stumbled across the tractor by chance having no idea that it was any located about 20 miles from home. A friend called me to say he had seen "one of those fancy Marshalls" I kept going on about, although he didn't know the owner he knew where the MP6 was. Not really believing my mate, I asked him to show me. So, one evening we went to the village & knocked on Mr Walker's door, to my surprise we were invited in & made very welcome & was shown the tractor. After about an hour talking about Marshalls, we exchanged phone numbers & I expressed my interest in buying the MP6 but having only own it himself for 18 months & having to wait 20 years to do so he didn't want to sell it

but promised to let me know when he did. I kept in touch with Mr Walker for many years, meeting him at local shows etc but over the course of time we bumped into each other less & less. Then history repeated itself when I was pleasantly surprised to get a call offering me the tractor. Wasting no time, I arranged a few visits for starting the tractor & having a test drive. Mr Walker had told me about a rattle from the gearbox & the engine didn't run even unless under load. After a few days of thinking about it a deal was done & we (me & my very understanding wife!!) had brought MP6 no.6740077.

The tractor came with a lot of photos from when it was new in Australia, thought its working life, on the docks at Freemantle & arriving back in England also some photos whilst in Mr Walkers ownership. We also got all the tractors import & shipping paperwork & copies of lots of research into all MP6 tractors.

A date was set to collect the tractor & its cast wheels. This date coincided with my local tractor clubs ploughing match, so a slight detour was made & we stopped off at the ploughing match for the afternoon which turned a few heads as I had kept my new purchase very quiet.

Once the MP6 was home life got very hectic & I had to make a new plan for what work was to be done on the MP6. Originally, a full mechanical rebuild was planned but now a lack of time forced a different plan of attack. I started by looking into the gearbox rattle, I was reasonably confident the noise was coming from the area where the transmission brake wheel fits to the gearbox input or top shaft. Upon removing the front section of the floor my suspicions were confirmed it was worn on the spline of the gearbox shaft & splines in the brake wheel. Although a bit rattily I decided that it would be ok until time allowed for a full gearbox rebuild.

What would not wait was the engine, after a bit of an investigation I decided there were several different faults, the most serious being a faulty exhaust valve. I removed the cylinder head to find two badly cracked exhaust valve guides. The guides had become very coked up with carbon making the valves very tight & not closing properly. The head was sent away to be skimmed; seats & valves recut & a new set of guides fitted. While the head was away, I also had the injection pump & injectors overhauled along with the water pump which leaked. Surprisingly, the rest of the engine is in very good condition. I suspect it had been rebuilt towards the end of its working life. Over the next 6 months lots of small jobs were carried out including fitting new seat covers, a full service & many hours rubbing off a coat of red oxide which had been applied over most of the tractor in Australia. Although a bugger to remove it had protected most of the original paint which came up very well, a bonus to me as I like the original look. Unfortunately, one side panel, the toolbox/seat base & rear wheels are new & therefore a new coat of paint. The steering joints were badly worn but luckily, I found two complete, as new, track rod joints & two drag link joints in our stores at work. I did have to reuse one drag link ball joint housing, but I fitted a new ball & cups making it very good. I also replaced the tie rod & steering box drop arm with new old stock parts. Next my older brother completely rewired the tractor complete with a new old

stock ignition switch & starter button of the correct type luckily the original amp meter & oil pressure gauge both worked. The dynamo worked well after a good internal clean, but he did have to rebuild the regulator.

I next had a new set of tyres fitted, both mudguards were removed & I knocked the worst of the dents out. By now its Spring & with the rally season here restoration work stopped & I took the tractor to four local rallies, with the help of some good friends.

At the end of the rally season & with a bit more spare time I decided to remove the gearbox to do this, the bonnet, fuel tank, mudguards, foot plate, seat & many other parts had to be removed first then with the handbrake, foot pedals & drive shaft removed, the engine could be left in, the gearbox was unbolted & removed from the rear axle.



Removing the gearbox

With the gearbox removed I could get better access to the diff which when checked revealed wear in its outer bearings, so this had to come out too. This meant

more dismantling, the rear wheels, drawbar & drawbar quadrant & both final drives had to be removed. Although it sounds like a lot of work the basic dismantling of the larger components wasn't too bad with the help of a gantry. The tractor came apart fairly easily.

With the final drives now removed, the brake bands & wheels were removed. I found a crack in one of the cast brackets on one end of the band. Luckily Track Marshall 55 bands although slightly smaller in diameter, have the same brackets so I fitted a good second-hand bracket to my MP6 band & then had both bands relined & the brake wheels regrooved. Finally, I could remove the diff.



Relined brake bands & regrooved brake wheels

Next, I completely dismantled the gearbox which went well until I got to the third or pinion shaft, this was tight so I had to make a puller to remove the shaft from the housing & gears which are pressed onto the shaft. With the gearbox dismantled &

cleaned it was apparent I would have to replace all eight gearbox bearings as well as the diff bearings. I would also need to have a new transmission brake wheel, top shaft & two new gears made.

This is part 1 of my restoration project, part 2 will be in the next issue of Vintage Torque. Neil Ayres.

FORDON 7V COMES TO NORFOLK Post-War Range



Back in April 2017 Bryan and Julie joined David and Diane West on one of Peter Love's tours to Northern Ireland. On their tour they were to visit the Ford and Fordson show at Nutts Corner, Country Antrim, Northern Ireland. This is where they were to find a superb 1949 Fordson Thames 7V 2.5 – 5 ton drop side lorry for sale. This is fitted with a 3622cc V8 petrol Ford Pilot engine producing 85HP and had been fully restored, Bryan took a liking to this I can still remember my surprise when he rang me to tell me about it, I am thinking this is not a tractor. However, Bryan had a deal. This was to include it being delivered back to Walpole Highway right result. It was to arrive home a couple of weeks later all safe and sound. This lorry has a registration no of K Z – 1412 and Vin no 7195988. The Ford Pilot engine was fitted to many of the Ford cars and commercials range of that era. This lorry was manufactured by Ford Motor Company LTD, Dagenham, England, the very same factory as our E27N. Peter Love did warn us that the distributor was rather tricky to get too. So, when we had to replace the contact breaker points and condenser, we had to winch the lorry up the ramps of my trailer so I could sit on the floor putting me positioned perfectly to replace them, sorted. The lorry now runs like a sewing machine and drives very well,



that is as long as you don't need to stop in a hurry. You can see why the stopping distances were in the highway code. The V8 engine is a bit thirsty but we don't go too far so its not a problem really. As always despite this being fully restored, we set about what we like to call tinkering. Bryan set about the front bumper, stripping down and respraying, the front and rear wheel arches and the fuel tank. He set me on all the underside of the wheel arches, all the underneath and the chassis. I am not sure if that's because I am younger or that these are the bits you can't really see. We then removed all the wheels including the spare, whilst Bryan set about the 7 wheels I got on and sorted the wheel hubs and sent all the wheel nuts off to be chromed. We had to source one new tyre and then tried to match them up as good as possible. It's amazing just how much work is involved in respraying 7 wheels both sides and painting all



the tyres with tyre paint. We then refitted the wheels fitting the nice new shiny chromed wheel nuts. Next, we removed the sides, tail gate and all the wood from the body's floor. The wood on the sides and tail gate was fine but the floor had shrunk so much we managed to add one new piece. It just so happened I had got one new length sitting in my store that matched. The sides and tail gate were then stripped, all wood sanded and stained, and all the steel work rubbed down and repainted. While the body floor was off this allowed me to get at the chassis to do a better job. Once all the wood had been refitted to the body floor, we then refitted the sides and tail gate. There was still something missing, so we added some mud flaps with Fordson on, nice finishing touch I thought. Ready to show, Newark in November 2017 on the NVTEC-EA club stand was to be its first outing with Stradsett being its first rally where I was to get to parade around the ring. This is now loved and cared for and makes a great addition to our collection.

Gordon Carson
NVTEC-EA

As I am sure you all know by now, although I am a very keen vintage tractor enthusiast, I do love rallying. I enjoy having weekends away, rallying is fun and a break from work, but loading and unloading two tractors, setting up the caravan and then polishing the tractors is not my idea of a holiday. Anyway, as I don't like flying, we started cruising in 2005 for our annual holiday and have been hooked ever since. This year we went to the Fjords and Iceland with the first stop in Olden, Norway where I found a nice little grey Ferguson TE20 vineyard tractor. On the plate it said 'The Standard



added later or was an optional extra back in 1924 - either way they were both great to see. Of course, I had to try the tea and cake out from the bakery, which was lovely. Moving on up the mountain I came across a Massey 35X with a safety frame and hay turner and the owner kindly allowed me to go up and take a photograph. Travelling around the countryside I saw many old tractors but being on a coach I could not photograph them, although I did see an E27N parked in Dublin where we visited the Guinness factory. I love looking at how it was all done years ago; we are all quick to moan if things aren't made, built or delivered quick enough today but they worked hard years ago. I watched a video of a man making a barrel, sounds simple but the skill, tools and technique required was mind blowing.

To think they used to have 300 men making 1,000 barrels a week including all the steelwork in house was fascinating to watch.



Whilst away, we also got some good news that we have become grandparents again to a gorgeous little boy called Alex.

Gordon Carson - NVTEC-EA



Motor Co Ltd Coventry England' serial no TE A 441614; this petrol paraffin tractor looked in fair condition. We then moved on to an open-air folk museum to get a

feel of how Norwegians life has evolved over the last 300 years. At this museum there were some 44 old structures which dated back to the 18th and 19th century. Whilst in one of the old buildings that was displaying old farming equipment, I came across an old springtime drag just the same as the one I previously purchased from the Norman Paget sale in July to go with the Ransome MG2. Having never seen one before until this one came up for sale, to see another in Norway was very interesting. My next interesting find was a lovely Model A and Model T Ford. The model A car (1930) was in very good condition and well looked after and was parked next to an old model T baker's delivery van. The model T had front disc brakes, although I must admit my knowledge on model Ts isn't great so it would be good to know if this is something that has been

ELEAN POWER STATION

These two fendt tractors and balers are baling straw to be sent to the power station at sutton near Ely, they have a contract to supply 15,000 tonne which is approximately 20,000 bales.

They will be going to Elean power station which is a straw-fired biomass power station which at a capacity of 38 MW, it was the largest straw-fired power plant in the world at the time of completion in 2000. It generates 270 GWh of electricity from 200,000 tonnes of biomass annually. Straw is the major fuel of the plant, but oilseed rape and the energy crop Miscanthus are also used, as well as some natural gas if their supplies run low.

Biomass is incinerated on a vibrating grate. This heats water in the boiler, producing steam at 540 degrees Celsius and 9,200kN per square metre pressure.

The steam drives a turbine connected to an electrical

generator. The electricity goes to the National Grid to provide green energy, while the steam is condensed into hot water and returned to the boiler. Exhaust gases from the combustion chamber are treated (cleaned and purified) before release.

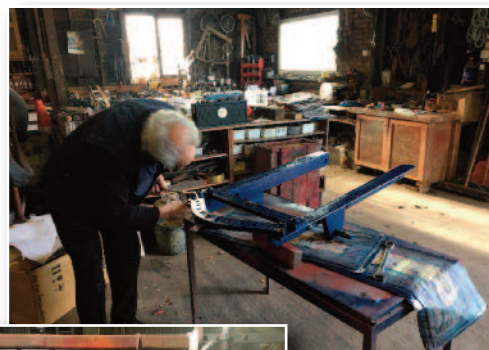


1950 FORDSON E27N Petrol –TVO



We have been collecting Vintage tractors now for many years but up until October 2018 the E27N TVO had evaded us despite wanting one. However in Cheffins Vintage sale in October 2018 there was a really nice Petrol /TVO 1950 model registration EY 9881. This tractor is fitted with the single leaver Smith hydraulic lift arms. This is driven from the top of the gearbox via a dog clutch. There were no electrics fitted but it was restored by Fred and John Goldup back in 2009 for Paul Rackham. It was then sold back in 2016 and made a lot of money but the new owner sadly died. It was then put in the sale by his estate and home it came to Walpole Highway. We soon had it going and it started and ran very well. It cleaned up pretty well but it had been 11 years since it had been restored. Anyone who knows Bryan and me knows we like things right so we set about tidying a few bits up. Bryans few bits normally takes us several months to carry out and this was to be no different. We removed the rear wheels, lift arms, draw bar, etc. Bryan now in his 80s never ceases to amaze me. I don't know anyone who has the patience, dedication, know-how and such enthusiasm. Bryan being well retired spends so much time in order to do the best possible job he can and that's normally pretty good. Sadly, after doing such a good job of a lot of the draw bar bits they all fell off the table and had to be redone. Once they were done we carefully put it back together using new bolts and new pins that Bryan had to make on the lathe. The underside of the wings wasn't great so we tidied them up as well whilst the wheels were off. We refitted the rear wheels with all new wheel nuts and new bolts, nuts and washers to hold the centres to the rimes. This was now starting to look much better than before so with a new seat cushion and new number plate made some finishing touches. If anyone has ever got onto a E27N you will know its not easy. You really have to climb up the back but when you have just repainted it all that's not really what you want to do. Bryan soon made a step so I can get on and off safely and relatively easy. We then found a couple of core plugs were leaking but as soon as I touched them, they just fell to bits ROTTEN. We soon got a couple of new ones and replaced them and touched them up with paint. The front axle had several chips on it so we gave it a good rub down and a few coats of paint, much better. We had to add

some front and rear eyelets for strapping the tractor on to the lorries, very important as straps make a mess of the paint work without them. Bryan likes to be different so he made a cover for the belt pulley for safety and I must say it looks very good. Now to get it out the workshop and into the daylight. It's a bright and sunny Sunday morning so we thought we would get it out. Firstly, I went to top it up with petrol thinking it was virtually empty, SHOULD HAVE CHECKED FIRST. It soon overflowed all over the tank and despite it being 11-year-old paint it soon discoloured it. My name was mud, Bryan was not happy yet was I what a mess. Things went up hill a bit from there as it started on the third pull up, and out we went. We parked it outside and thought we would leave it running for a while, seemed a good idea at the time. Anyway, you remember we had to replace the core plugs some weeks ago, yes you guessed it I hadn't refilled the radiator so it over heated finishing off the head gasket what was clearly not so good anyway. This now meant the head off, new gasket, new water pump gasket and repaint the head. If there was a hole, I think I would have jumped into it and might have been the best thing to have done. This was aiming to have its first outing at the 2020 Stradsett Park Vintage rally to celebrate the 75th year of the E27N. This sadly was not to be as we had to cancel just like many others due to the Coronavirus. The Fordson E27N Major was launched on 19th March 1945 which was built to replace the long-standing Model N. One of the differences was the model N had a worm drive transmission and the new



E27N had a conventional crown-wheel. The engine was basically the same but with increased power. They were

manufactured by Ford Motor Company LTD, Dagenham, England and in 1950 were £308. This is a four-cylinder petrol/TVO model with hand start and has 27HP. This old tractor is a lovely thing to drive and a great addition to our collection. I am looking forward to taking it out to rallies but that could be Stradsett next year the way things are looking at the moment. At our 2020 rally we should have been celebrating the 75th anniversary of the E27N so we have carried this over to 2021.

Gordon Carson - NVTEC-EA

Tractor World 2020 (Great Show)

By the time you all read this, I really hope the weather has dried up a bit and the Coronavirus is under control. The run up to the 2020 Tractor World show being held over the weekend of 22nd and 23rd February saw 2 big storms hit the whole country flooding many parts including Worcester, so we were surprised that the show was still going ahead. Mark Woodward made the brave decision to carry on with the show and thankfully he did what a great weekend.



the Friday with lovely dry and sunny weather, Saturday was a good day but Sunday morning we had a short storm and then fine the rest of the day including the drive home. Each year the East Anglia Group have a club stand there with some great help and support from many of the same group members each year but still a great team. We never plan a specific theme before we go but it all seems to come together on the day very well. In 2019 we won 'Best Club Stand' so even though we were to give it our best, we knew it was going to be a tall order to be considered to win again this year. However, Jim and Mel went all out this year and put on a marvellous display, they numbered each display and then displayed a list so people could read and look. This way they could understand a bit more as to what the things all did, just brilliant I thought. This was accompanied by Paul and Wendy Mackellow with their 1964 Lawn Boy Loafers. Stephen and Vanessa Hall strongly supported by their 10-month-old son Stanley also was a big contribution to the overall display, with their collection of various Tarpen garden tools, 12-volt, 110 volt & 240 volt. We were all extremely proud to find out we won best club stand again, what a credit to our club members who worked so hard and took the time, major costs and travelled all the way down to Malvern to put on a display such as this for our club. I do think Jim and Mel's plants and flowers made a huge difference so a very special thank you to them, but it really was a team effort and I thank everyone who participated.

David and Diane West travelled over 200 miles to support us with their 4" scale working model of the 1918 International 10-20 Titan. This was made from scratch by Mr John Anyon of Minster On Sea, Kent between 1995 and 2000, to drawings by Tony Webster. They disappeared on the Friday afternoon to have a look at a Fordson halftrack that was in the sale. Saturday came and they patiently waited until 100pm when that part of the sale was to start and thankfully managed to purchase this lovely old machine.

Stuart Bailey showed his superb E27N built in 1946 and he completed his



We travelled down on

for this which we were over the moon with. The Farmall F12 is a lovely little tractor and being a row crop on steel wheels looks the part. This is a straight petrol and both the engine and body work have been fully restored. We also took the 1941 John Deere model B row crop and again restored in 2003 and rallied many times but still managed to come away with a second rosette in class two, again we were very pleased with this and very proud. The Saturday brought a really good crowd of public out for the auction which seems to grow each year, Jim and Mel were to add a few bits to their collection from the sale. Around the show there were many great clubs displays and fine exhibits for the public to see and admire. When we got chance to have a walk round, I came across a well restored and well displayed Garrett BMB Plowmate. This was built in 1946 by G J Garrett & Sons, Sutton At Holme, Dartford, Kent. This was fitted with a 6 H.P. single cylinder Coburn petrol engine. It spent its working life at Fawkham Green, Longfield, Kent. This was then donated to an East Kent museum for a number of years before it was put in an Auction in 2006. It was then purchased by Mr David Hobbs from Marden before being purchased by the current owner Robin Day from Dartford Kent in 2015. I also enjoyed looking around Mr Robert Jenkins 1925 Hart Parr 16 – 30 of course on steel wheels. This was built in the factory in Charles City, Iowa in the USA. Charles W. Hart and Charles H. Parr founded the Hart– Parr Company, this was first located in Madison, Wisconsin, in 1901 but was relocated to Charles City, Iowa. Hart – Parr was credited for coining the word TRACTOR. Down on the International stand was a very nice 1958 Manitou/ International MC5. This rough terrain forklift was based on a reverse drive McCormick International Farmall Super Cub. This was a very nicely restored model and could lift 1000 kilos, owned by Mr John Plowright, Louth in Lincolnshire who located the machine in Luxembourg. Considering just how bad the weather was on the run up to this show you can only give praise to both the organizers, all their helpers and all the exhibitors who attended.



restoration back in 2006. We were being brave and took the 1933 Farmall F12 Row Crop on steel wheels and entered in class one (concourse), but this tractor was restored back in 2005 and been rallied many times since but we did manage to win the prize/ trophy

A Tale of Two Half Tracks

For 3 or 4 years I have been looking for a Fordson Major Roadless Half Track. I had said nothing at home as if possible it would be a surprise. The reason behind the secret was my daughter-in-law Tara has a black and white photo of her grandad, aged about 18, standing very proudly beside a Fordson Roadless which he drove for the Forestry Commission in Wales on tree planting work.



Around Christmas time Tara's husband Austin came up with the same idea. I told him I had been looking but nothing suitable had come up. I suggested that we place an advert in the Tractor Magazine (WANTED Fordson Roadless DG Half Track). This was done via the Editor Peter Love.

Before the advert got to print it struck me to check out the H. G. Pugh sale at the Malvern tractor show and sure enough there was a petrol paraffin Fordson Major with Roadless D G Half Tracks. Photo's on the internet showed it had been restored some time ago but was complete and pretty much original with grille and tidy wings.

Thinking that this may be the one, we advised the Debit Card Company that it was likely that a sum of money will be required at an auction, they assured us that this would be in order and noted our file.

As we were entered on the Club Stand at the Tractor Show we were going to Malvern, but not with transport capable of taking a tractor home. We were able to view the tractor on Friday afternoon, ringing home to advise my sons of what was on offer. It was agreed I would bid to a reasonable level as it was not the best tractor.

The sale was scheduled to commence at 1pm and the Fordson was near the front. We were there on time and stood near the tractor, listening to perspective purchasers who were looking at it and discussing its value and rarity. Mr. Pugh commenced the sale with a couple of fine examples of horse drawn traveller's wagons, they both made good money. Then there was a Ferguson Brown tractor that made a lot of money for what it was, this did not bode well.

Then it was the turn of the Major. Mr. Pugh struggled to get a bid, then somebody offered a low start. I stood behind this fellow, he and I bid on it without anybody else joining in, until he began to waiver. I have been here before, at this point you start to think this could be yours. He wanted it, but not as much as me, so I had the winning bid.

It was now time to pay, you just know this will be a problem. We offered the Debit Card, the young lady swiped it and printed the receipt. Then she says it has been rejected, not

once but three times. What to do now, not being very internet savvy, especially not by phone, how could we contact the card company. Jayne Carson overheard our dilemma and offered to help. In the end Jayne ended up buying the tractor on our behalf. If you know Jayne this would appear to be not possible, Jayne buying a tractor!!!!

Anyway, thanks to her help and generosity the Fordson got paid for, now to get it home. Our first thought was to find a friend who lives locally to remove the tractor from site, so we could collect it the following week. There was such a person, but his transport was already loaded, and he would not leave the show until the end, time he had unloaded got back and reloaded it would be getting late, so we re-thought the situation. It would be best for Oliver to come down on Sunday with the lorry and collect it away properly.

On the Sunday we checked with Mr. Pugh that the money had cleared, and the tractor was good to be removed. He told me that he knew enough about us for it to be taken away paid or not. What a gentleman.

We tried to start it, so we could drive to the lorry, we dare not leave the hard road. As with all the rain in the Malvern area the ground was very muddy. She fired a couple of times but was not going to run, so we had to be towed into position with a Loadall. There are lots of places to attach straps to a steel wheel and tracked vehicle, so it was easy to strap onto the trailer.

We did not have time to unload for a couple of weeks, but when we did it was obvious the fuel system required cleaning. Having done this and cleaned the plugs, on the second pull up she fired and ran straight away.

Tara made arrangements to bring her Grandad over without telling him about the Fordson so he could have a drive and replicate the 70-year-old photograph.

This will be Tara's tractor for her to show and look after.

This was supposed to be the year of the Fordson Major, 75 years old, but as we all know this will not be happening now. Perhaps next year, 2021, we could have 75 plus ONE so there is a reason to take out our new toy.

Oh, and the Debit Card, apparently the Bank fraud department stopped the transaction, but forgot to let us know. Of course there is no way we could know this or do anything about it with our limited knowledge of the internet. The Bank acknowledged their error and we all had a drink on the strength of it.

David West - NVTEC-EA





HAPPY BIRTHDAY TO:

September: Erin & Jacob

November: Alfie, Austin & Chole

December: Alexander, Holly & Oliver



Hello Everyone

Hope you are all well and staying safe. As we know that there is not much happening currently with our HORRIBLE friend COVID 19.

But I must say the NVTEC East Anglia Facebook Group is a great success. We are getting loads of brilliant pictures etc, keep them coming.

Onto Membership matters .If you have changed your home address , phone numbers, email address PLEASE could you let me know .Also could you let me know if you know of a club member who has passed away ,so I can update the club database .

VACANCY FOR THE NVTEC-EA COMMITTEE IN 2021

There will be a vacancy for the NVTEC-EA group committee in 2021. As Jon Moulis is standing down from the committee .The committee would like to wish him all the best and thank him for what he has done for the club while he has been on the committee.

As with the Covid 19 there will be NO A.G.M in November due to the safety and social distancing indoors. So if you like to stand on the committee in 2021 you can either contact Mrs Judy Webb (club sectary) where her contact details are in the Vintage Torque committee list of officers .Or put yourself forward at the A.G.M when the club can safely hold winter meetings or early spring.

Wayne Mitchell Membership Sectary.



Club Clothing

Please visit www.nvtec-ea.org.uk to browse the large selection of clothing options. All prices include the NVTEC-EA logo embroidery.

Catalogues will also be available to view at our

Sun 2nd & Mon 3rd May 2021
44th Stradsett Park
Vintage Rally
 - Steam Engines - Mini Tractor Pulling - Dogs Welcome -

A Great Day Out Supporting Local Charities
Adults £7.50 Under 16s Free 10am - 5pm Daily
2021 Theme: 100 Year Old Tractors, Minneapolis Moline, Eastern European Tractors

- Catering - Fairground - Ring Displays - Trade Stands -

www.nvtec-ea.org.uk
Pre-Booked Exhibits Only

Where The A134 Crosses The A1122
 East Of Downham Market, PE33 9HA

ALDEBURGH CRAWLERS

On a trip to Aldeburgh after the lockdown had eased we came across this collection of crawlers used to launch the fishing boats. There were several Track Marshall 70's and 90's, a very late Track Marshall 135 and also some Caterpillars, including a very nice D4D which we saw towing a large Catamaran style fishing boat, this was a very large boat that dwarfed the Caterpillar.

The Beach at Aldeburgh is very steep and stoney and looked to be quite a challenge for the crawlers to pull the boats up the steep slope.

One of the Track Marshall Bulldozers had corroded so badly that it had holes through its bulldozer blades.

Reg Fletcher
NVTEC-EA



ARMSTRONG MT500




The Armstrong MT500 was the British Military issue motorcycle from 1983 through to 1987. Armstrong CCM (Clews Competition Motorcycles)

acquired the rights to the Italian made SWM XN Tornado and used this as the base to produce their enduro bike. Powered by the Austrian built Rotax 504cc air cooled 4 valve engine, the bike came with a modest 28bhp and 36nm of torque.

The Armstrong was fitted with other high quality parts all around the chassis with Marzocchi forks, Ohlins rear shocks and Akront wheel rims, all these combined, lead to a very capable if somewhat heavy (162kg) off road bike. The only weak point of the MT500 was the brakes, whilst just about adequate off road the 5.5 inch Grimeca front hub feels very weak on the road with the rear only feeling slightly better.

Many MT's came fitted with boxes and rear pannier frames for jerry cans and some were even fitted with rifle holders. Mostly sold off by the military in auctions the MT500 proved popular with some and still has quite a following although they are now getting harder to find. Many people also prefer the later MT350E which looked almost identical but was instead produced by Harley Davidson and has an electric start engine and disc brakes.

Shaun Loveday - Paradise Garage Motorcycles




**Spring Coach Visit to
BLACK COUNTRY
LIVING
MUSEUM**
Wednesday 14th April 2021
Restricted spaces so book now

The coach will leave from D&H Harrod Coaches Ltd, Bexwell
Aerodrome, Downham Market, PE38 9LU

Start time: 7am sharp and we will arrive back around 6pm

Prices: Adult: £30.00 / OAP 65+: £25.00 / Under 14's: £20.00 / Under 3: FREE



Lunch will be at an additional cost so you can choose what you like on the day.
They have Fish & Chips, two Cafés and a bakery.
Please go to www.bclm.co.uk for more information.

Payment methods: Cash or Cheques made out to NVTEC-EA and send to
Gordon Carson, Bank Farm, Fence Bank, Walpole Highway, Wisbech, Cambs, PE14 7QT
Bacs to NVTEC-EA, Barclays Bank plc; sort code 20-46-65 / account no 30661023
Please make it clear who the payment is from.

STRADSETT UPDATE

We are looking forward to our 2021 Stradsett Park Vintage Rally and are hoping it will be able to go ahead. This is just to remind you that all being well it will go back to the May bank holiday weekend Sunday 2nd and Monday 3rd May 2021. Entry form are now on our web site for downloading. We thank you all for your continued support.

Gordon Carson - NVTEC-EA

IMPORTANT NOTICE TO ALL REGARDING THE WINTER MEETINGS

Due to the continued Covid-19 problems we the committee have had to make the decision cancel the first 3 winter meetings, That's means October, November and December are all CANCELLED. We do hope to resume our meetings on January 21st, 2021 but we will update you all in the December Vintage Torque and on our web site. In the meantime, please stay safe and well and thank you all for your continued support.

Gordon Carson - NVTEC-EA

Hello Everyone

As is usual at this time of year I have been able to report on recent rallies that have taken place and in particular Stradsett and to thank all for participating, helping etc. Unfortunately 2020 will go down in history of the year of the Coronavirus pandemic and thus we must accept our financial losses and just pray for the safety of all our members. We just have to sit it out and look forward to the time when it will be safe for us to continue with our gatherings and fundraising for our chosen charities. It is with disappointment that our mutual friend John Moulis has decided to step down from our Committee. He has done an enormous amount of work both on and off the field and I will particularly miss him as we travelled to Committee meetings together. I know that his support has been invaluable over the years but I hope that he will still be seen amongst us once again albeit in a different role at future rallies. We wish him and Jan well for the future and offer him our deepest thanks.

Henry Howlett

NVTEC East Anglia Group Contact Details for Officers and Committee 2020

Mr H Howlett: Chairman

01945 870575 • 07785 915647 • howlettjean@yahoo.co.uk

Mr G Carson: Publicity Officer & Rally Organizer

01945 880091 • 07860 658767 • stradsett@nvtec-ea.org.uk

Mr D E Askew: Road run organiser

01945 430481 • 07748 287107 • susanjaneaskew@gmail.com

Mr D C Mycock: Working Weekend organizer and Engine steward

01366 500879 • 07977 337095 • david.claire1@hotmail.com

Miss A Bruce: Working Area

01366 500228 • 07856 787424 • anniebruce@outlook.com

Mrs J Carson: Treasurer

01945 880091 • jaynecarson@live.co.uk

Mr J Dowe: Working area

07843784714 • jackdowe3293@gmail.com

Mr W Mitchell: Membership secretary & Club Stand Steward

01480 391302 • 07825 501296 • waynemitchell1951@gmail.com

Mr M R Mycock: Assistant working weekend organiser

01366 500250 • 07974 854045 • malcolmmcock@hotmail.co.uk

Mr D Burlingham: Commercial assistant

07951466315 • everett896@btinternet.com

Mr R Fletcher: Rally tractor steward/ horticultural

01366 385407 • 07771 564458 • rhino1511@yahoo.co.uk

Mr I Long: Winter Meetings Organizer and Cars, Commercials & Motor cycles assistant

01406 364863 • 07962 026315 • ianlong69@live.co.uk

Mr A J Moulis: Field rally signs

01406 550412 • 07715 257158 • jonmoulis@aol.com

Mr M Tompsett: Exhibitors parking

01366 500667 • 07754 783928 • rockontomy@talktalk.net

Mrs J Webb: Vice chair/secretary/ Car commercials etc

01366 728776 • 07895 787076 • judithwebb127@btinternet.com/secretary@nvtec-ea.org.uk

Mr A Whiteman: Exhibitors parking

01945 430483 • mralancwhiteman@gmail.com

Thank you to all who have contributed to this issue.

Please, please send me your stories, we would love to hear about them, big or small articles will be greatly received, send to: truereflections77@yahoo.co.uk

Many Thanks Jane Loveday (deadline for next issue 1st Nov)

DIARY DATES

Spring charity road run to be held on Sunday 28th March 2021, starting from Walpole Highway at 1030am prompt, see web site for more details and to download an entry form or contact David Askew on 01945 430481. See add

Spring coach trip to the Black County Museum, on Wednesday 14th April 2021. We will be leaving Harrods Coaches at Bexwell Downham Market at 700am sharp. contact Gordon Carson on 07860 658767 or 01945 880091 for more information and to book your seat. See add

Stradsett Park Vintage Rally Sunday 2nd and Monday 3rd May 2021. See our web site for full details and to download an entry form or contact Gordon Carson on 07860 658767 or 01945 880091. Our Theme is to remain the same from 2020 Minneapolis Moline Tractors, Eastern European Tractors and we will include the now 76 year old Fordson E27N. See Add

**Working Weekend for 2021
DATES TO BE ANNOUNCED**

Our Winter Meetings at the golf club have been cancelled for October, November and December due to the Covid-19 but we hope to resume on January 21st 2021 and the February 18th and March 18th all being well. We will update you in our December Vintage Torque but Please check the Web site before traveling as you can appreciate things can change weekly at the moment.

IMPORTANT INFORMATION REGARDING THE WORKING WEEKEND

Very sadly due to the ongoing Covid-19 concerns the committee has had to make the sad and difficult decision to CANCEL this year's working weekend due to take place over the weekend of Saturday the 5th and Sunday 6th September 2020. This is yet another sad blow for our club and especially for David Mycock who works so hard promoting and organizing this event for all of us. However due to safety concerns and insurance concerns for the club members and committee members the decision was to cancel this year's event. Next year's dates are Saturday 4th and Sunday 5th September 2021. We do thank you all for your support and hope you all stay safe and well this winter.

Gordon Carson - NVTEC-EA

Super-cars in Felixstowe



On a Sunday afternoon trip to Felixstowe, we came across this group of super-car enthusiasts

showing off their very expensive cars, there were 3 McLaren's with a price tag close to £1 Million each,



with gold lined engine bays to dissipate the heat and a very



nice Ferrari, Lotus and Nissan. A large crowd gathered to look and some young children

were allowed by the owners to sit in the cars.

Reg Fletcher
NVTEC-EA



THANK YOU NHS



The blue Spitfire, operated by family-owned engineering firm The Aircraft Restoration Company, took off from Duxford Airfield in Cambridgeshire, for the special flights to thank NHS staff for their tireless work by displaying a special message on its fuselage.

The Spitfire can reach speeds of up to 369mph and it flew over the Queen Elizabeth Hospital (QEH) in King's Lynn before circling over the NNUH about 15 minutes later.

Crowds of young and old gathered to see the flypast.

Nigel Fletcher

FORD – RANSOME POTATO DIGGER

As seen on the TV series The Chief

A few years ago, Sam Markillie kindly gave me his dad's old Potato digger. I parked it up out of the way after we had a potato theme at Stradsett back in 2015 where I displayed it on the back of David Askew's Super Major. Carrington rally 2020 was set to have a potato theme so I thought it was time to get it back out and tidy it up. As always with implements you never really know just how far to go. Anyway, as always you take a bit off then a bit more and on it goes. I took it to our local sand blaster who soon got it sand blasted and primed for me. Then I got to work on it but again didn't want to go too far. The intention was to display this on our NVTEC-EA club stand on the back of either the 1950 E27N or the 1957 Fordson Major. Sadly, due to the coronavirus the show was to be cancelled, then just a few days later the country was to be put on lock down including my own business. So, as it happens, I had a bit of spare time on my hands and the weather was perfect to get it painted. In the meantime,



I had found out something very interesting from my best friend Richard Perry. Richard who worked for Robert Markillie,

Sam's dad for over 20 years informed me that this was used in the TV series THE CHIEF starring Martin Shaw. This was



filmed on the farm at Marshland Smeeth in Cambridgeshire back in 1994. This was the fourth series and was episode 10 where an illegal immigrant dies in police custody after being arrested whilst potato picking on their farm. Knowing this seemed to make it a bit more worth while and more interesting. I contacted a couple of people in the know to get some information and as always, they were very helpful. They informed me that the basic design would have been built, around 1948 by Ransoms and Ford as they set up a factory together at Leamington Spa. This is where they were made along with Cultivators, Trailers etc. On the plate it clearly says F.R designed and manufactured in England by Ford Motor Company Ltd and Ransoms Sims & Jefferies LTD, model no TPD 1008. The TPD 1008 was the very slightly updated design so this particular machine would have been built around 1964. I ordered a new plate just as a finishing touch from Chris Astell who always does such a good job. These were widely used back in the 50s, 60s and 70s and were a very reliable yet fairly simple tool. They were marketed as the digger that lifts all the crop. In saying by the time, you have prepared the land, purchased and planted the seed, completed your cultivations and spraying. By this time your potato crop has probably cost you more per acre than any of your other crops. This makes this all the more important that you should recover the maximum possible yield. They said that this is just what this digger helps to do. It will now have to wait until 2021 before it goes out, well at least the paint will be dry.

Gordon Carson - NVTEC-EA