



DECEMBER 2020

# VINTAGE TORQUE

PRESERVING THE PAST FOR FUTURE GENERATIONS

## STRADSETT 2021 UPDATE

2020 has been a very difficult year for the world let alone our vintage events. Sadly, it is also looking like 2021 might not be much better but things do keep changing so let's all keep hope. At best things will be different with more regulations and that will bring more costs and may require more volunteers. The NVTEC-EA committee are committed to putting on safe and enjoyable events for our members, exhibitors, public, traders, supplies and of course all our great volunteers. The committee have looked at the possibility of moving our rally but that seemed impractical, so we are sticking with the first May bank holiday being Sunday 2nd and Monday 3rd May 2021. It has also been agreed that we will not send out the entry forms until our Spring Vintage Torque which will go out at the end of February with non-members going out early March. This will give us time to see what things are like in the world and avoid unnecessary costs to the club. You can of course download a form from our website [www.nvtec-ea.org.uk](http://www.nvtec-ea.org.uk). We will of course keep you updated the best we can. I believe that our vintage events and clubs are going to need the support more in the next few years than ever before if we are to maintain this great hobby, and ask us all to play our part please.

Hands, Face, Space

Gordon Carson  
NVTEC-EA committee

## Norton Commando 961 Street

The Norton Commando 961 Street was one of the last models to come from the current Norton factory before the company went into administration in January this year. It was a limited edition bike with only 50 being made. The original design and concept came from Henry Cole and Guy Wilson from TVs, The



front and rear along with Brembo "Gold Line" brake calipers and master cylinders to complete the braking system. Hand crafted aluminium seat and fuel tank units are used along with bespoke diamond stitched seats. The engine is still the traditional parallel twin unit using rush rods with 2 valves per cylinder and hydraulic lifters, it



Motorcycle Show with much of the story of the original build being shown in the 7th series of the show. The model is based on the standard Commando 961 Sport MKII but then takes styling cues from the Harley XR750 flattracker to give a more 70's muscle bike look. Many top of the range parts are brought together to make the 961 Street, Ohlins fully adjustable suspension is used



produces 80hp at 6500 rpm with a peak torque figure of 90NM at 5200 rpm. The 961 street had a list price of £17,950 with all being sold before Nortons demise, since then prices have already gone up with some already changing hands for in excess of 20k.

Shaun Loveday  
Paradise Garage Motorcycles



# Pre - Ford Force 4000 Major Re - Incarnation

This is a re-incarnation story of one 1967 Pre-Ford Force Major that lived and worked in and around South Lincolnshire. Its last years of working service was spent in Gedney where it was used mainly as a taxi until the owner past away. In about 2014 after hearing about an early Ford 4000 for sale Jon went to have a look where he found a sad looking Pre-Ford Force Major with the sump off and the big ends laying in it. Though looking scruffy and rust coated in all the usual places he thought it had potential so a deal was struck. From the production code 7D6 we know it was built 1967 April 6th. The serial number B856252 meaning it was built at Basildon.

In 1964 a complete new range of Ford 6X tractors started coming off the production line at the new Basildon tractor plant. The first Ford 4000 came off the production line on the 15th May 1964. There were numerous design and build faults that were ironed out over the next couple of years. By late 1967 an update where these issues were resolved and a new look to the range of tractors appeared, the names Dexta (2000), Super Dexter (3000), Major (4000) and Super Major (5000) on the side of the fuel tank were dropped and the numbering removed from the front panels to the sides of the fuel tank. These first tractors were to be known as Pre-Ford Force.

After getting the tractor back to the farm the engine was taken out and replaced with one from an industrial digger. The project of further restoration was put on hold and has been lingering in the back of the farm shed until the shed needed to be cleared whereupon it was dragged out in early November 2019 and taken to the home and workshop of Jon Moulis. In the main everything was present but not necessarily correct and working.



Start of Restoration Early November 2019

On restoration though a fresh engine had been fitted and it was decided to give it a good overhaul, new pistons and rings, big end shells and after checking the bores and honing were fitted and passed fit for service. The head from the original engine was skimmed, two new valve seats and new valve guides fitted. Whilst the injector pump and injectors were sent away for reconditioning and the valves were ground in. After many attempts at trying to get the large engine oil filter to seal with no success - this was a common failer with these filters - it was decided to fit the upgrade fitting to take the modern spin on canister filter.



Engine Rebuild

The steering was made far better by fitting new bearings and bushes in the King Pins, new track rod ends, adjusted the wheel bearings, drained the steering box, adjusted the play and refilled the oil.

The gear box was fully functional and only required an oil change which is all in closed with the hydraulic unit.

The hydraulics were fully functional internally but the top link draft sender spring was sized but with good old WD40 a brute force this was freed and now fully functions. The lower link arm ends were badly worn so new weld on ends were sourced and made good. The carrying pins and axle brackets were badly worn so were built up with weld and ground to fit.



Steering and Front Axle Re-furbishment

Brakes once pedal, rods and adjusting screws were made free the correct adjustments were made for even pedal braking. Being oil immersed and providing the oil is kept clean and changed regularly these cause very little trouble and function well as these did.

The body work was in the main complete and tidy though years of toil and not always cleaned down as we found with many layers of oil and soil baked on. This has led to the inevitable attack by rust and the mudguards as always were easy prey and at first were going to be replaced but ever resourceful Jon located some sheet metal of the same thickness and set about cutting out the rust areas and fabricating new life into the very tired and worn out mudguards.



Mudgaards under rebuild

After a final clean Jon set about doing a repaint job before fitting a Fritzmuir cab that was fitted to the farm Ford 4000 many years ago, after being refurbished locally and new plastic windows stitched in.



Jon Moulis looking pleased with his re-incarnation Pre-Ford Force 4000

Jon intends to use the tractor for rallies, road runs and ploughing.

Jon would like to thank Russ at Saracen's Head Garage for work on the Cylinder head, Jon Pick of Boston for diesel pump and injector service also Clem Moulis for Advice and help with fabrication.

By Jon Moulis & Peter Thorpe

## Christmas Wishes from your Rally Organiser

Well what an unprecedented year we have all experienced in 2020. I feel funny doing my Christmas greetings from your 'rally organizer' with not knowing if we even have a rally to organize. Nevertheless I am trying to keep positive for 2021 as at present we have our Spring road run booked for Sunday 28th March, our Spring coach trip to the Black Country Museum re-booked for Wednesday 14th April and our rally booked for Sunday 2nd and Monday 3rd May, all of which are now questionable as to whether we will be able to hold these events. Our working weekend is booked for Saturday 4th and Sunday 5th September at the very least you would hope and pray things are better by then. I feel we all need to accept that all events in 2021 are going to be subject to cancellation or at best major changes. The Covid-19 has been a world changer and I appreciate many people may have different views on this but for as a club organizing events we must rely on the National club and the government for advice. So, we can only keep you updated the best we can. Believe me if we can run the rally we will but we have many things to consider like insurance, extra costs for toilets due to the cleaning, extra cost to the first aid as we will need more staff available, health risks to all our members, volunteers and the public.

Well, 2020 started very wet and we thought the spring Tractor World show would be cancelled due to this as a lot of Worcester was under water at that time. Around this time the Covid-19 was just gaining pace, but never did we see this coming. Mark Woodward kept his head and went ahead with the show and thank God he did, that was to be

our first and last show of the year. As always our club did not let us down and we put on a great display WINNING the best club stand and earning an invitation to put on a similar display at the 2020 motor show at the NEC in the middle of November. This show attracts over 50,000 visitors so we were really looking forward to this, but it was not to be. We have all missed out on so much this year and may miss some shows next year but support your club because we need you all otherwise the future generations will not be able to enjoy what we all have. We all need to stay strong, safe, and well until this virus is under control and we can all get back to enjoying our hobby and raising money for those very worthy causes.

Well, please all have a particularly good Christmas in your groups of 6 and there has probably never been a more prudent time to wish you all a very Happy New Year for 2021. On a more positive note in the small groups of 6, I may get more Christmas pudding.

**A VERY  
HAPPY  
CHRISTMAS  
TO YOU ALL**

Gordon Carson  
NVTEC-EA





# Marshall MP6 serial no.6740077 - PART 2

Copyright Neil Ayres 28/04/2020



Gearbox dismantled

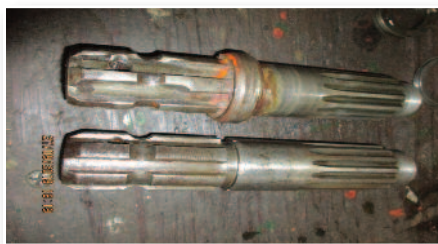
While parts were away being made, I dismantled the steering box to replace its bearings, luckily I found new old stock worm & wheel, although the old worn & wheel were not too worn I fitted the new parts & re-shimmed them.

I also replaced the shaft & coupling which connects the steering wheel to the steering box as the splines were worn on both.



Steering box dismantled with new & old worm & wheel.

The PTO unit was next to be rebuild with new shaft, bearings & seal, the splines on the shaft were very worn.



New & old PTO shafts

A new seal & spacer wear ring was fitted to the output shaft of the clutch housing while the gearbox & shaft were removed.

When I had the new gearbox parts made I had a small modification made to the transmission brake wheel to allow longer splines in the wheel & shaft.

Life again became very hectic for a while so work on the tractor had to stop. By the time things calmed down, the gearbox parts had been made & the bearings had arrived. When work recommenced, I dismantled the diff, which was

in very good condition apart from some minor issues with both outer bearing mountings. Fortunately, I was able to find two new old stock end cover/bearing mounts. I also acquired a very good second-hand crown wheel & pinion.



Dismantled diff.



old & replacement pinion shaft



old & replacement crown wheels

I made some new lock tabs & reassembled & refitted the diff. Unlike most tractors the MP6 diff runs on ball bearings not taper roller bearings. The outer diff bearings carriers have shims fitted to allow the crown wheel & pinion to be adjusted & also to give the correct bearing clearance's (not pre-load) I now had to modify the pullers I had made to dismantle the gearbox to press it back together. With the gearbox reassembled, it was refitted back into the tractor, the pinion height & crown wheel back lash could now be adjusted by adding or removing shims on the pinion shaft & diff as necessary, luckily I had plenty of spare shims to use.



Rebuilt gearbox going back into tractor.



New & old gears

old & new modified gearbox input shaft



Old & new modified brake wheel

I had to do a bit of adjusting to get the new transmission brake wheel to run true. The rebuilt brake assemblies & final drives were next to be refitted. Luckily, the final drives were found to be in very good condition, having been replaced with the newer reinforced type whilst still in Australia. With the PTO unit refitting, the transmission was refilled with new gear oil. While all this was happening, I was offered a complete belt pulley assembly. This was duly brought & fitted to the tractor with new bearings & seal.



dismantled pulley assembly

With the fuel tank still removed from the tractor, the top cover from the clutch housing was removed to gain access to the bevel gears, so when the pulley drive housing is fitted to the clutch housing the back lash in the gears can be adjusted by fitting shims. I spent a lot of time re-shimming the engine mounts to get the clutch shaft & gearbox shafts in line. With this done the fuel tank, electrics & controls were refitted. I refitted the gearbox drive shaft which consists of two lay rub couplings & a short shaft connecting the two together, the couplings were found to be in very good condition. I did have to do a few trial fittings to get the drive shafts to run true without vibrating, after a successful test run the righthand brake pedal, hand brake & clutch linkage were all refitted as well as the bonnet, mudguards, floor, seat & wheels etc.

I repaired the original telescopic end for the stop cable & fitted a new cable complete with chrome knob. Next, copying an original, I fabricated the bracket that bolts to the bell housing to support the cable & fuel pipes. With the tractor now complete, a few successful test drives followed. All that remains to do now is to try to age the paint on the back wheels.



Back together in January 2020

### Just a foot note:

Marshall's only built 197 MP6 tractors of which 187 were exported to 18 different countries. It is known that at least 60 of these tractors still exist.

The MP6 (Marshall prairie six cylinder) was never really built for the home market. It was designed for large acre prairie farms, competing against tractors such as John Deere 820, MM GBD, Massey 95's etc. None of which had three-point linkage, they were all built as straight drawbar tractors

although most prairie tractors did have a hydraulic spool valve. The main reasoning for the lack of sales for the MP6 was first its price, too expensive compared to other makes at the time & second, the early tractors had a weak final drive casting which were prone to failure. Marshall's did make a much better final drive for the later tractors but alas too late. The expensive MP6 had gained a reputation for final drive faults coupled with the price tag just about finished the MP6.

Thanks to my wife for typing this.

### Note from the Wife,

This tractor became more than just repairs & fixing little niggles. Most people know that just after purchasing the MP6 Neil was diagnosed with Bowel cancer. The tractor then became an escape & in some way therapy for dealing with appointments, operations & chemotherapy. Neil had a goal to finish the tractor ready for the 2019 rally season. Though his determination he achieved this & the tractor attending Stradsett Rally in May. It was a difficult year & I am immensely proud to call him my husband but please no more tractors!!

## IN LOVING MEMORY OF TREVOR FOX



It is with great sadness I am having to write this today. Trevor Fox was born on 3rd November 1948 and sadly died on 22nd September 2020. I spoke to Trevor's son Karl and he was happy to give me some more information regarding his dad.

Trevor was born in Manea, Cambs back in 1948 and that is where he was to grow up and remain all his life. When Trevor left school, he went to work for Cyril Bedford on the farm but soon went driving their lorry, which was to become his lifelong work. Trevor then moved on to drive for Ron Palmer, a local haulier, but in 1972 Trevor and his dad Harold started their own haulage company trading as Harold Fox and Sons. Trevor and his brother first bought a Thames Trader, so this is probably where his passion for vintage vehicles started. Trevor is probably best recognised either on his 1969 Nuffield 345 tractor which he restored with his son Karl or his rare 1953 Albion HD73 lorry unit which he bought already restored. Trevor was like many of us and self-taught. It is amazing what you can do if you are prepared to have a go. I only got to know Trevor over the last 10 years but more so since he has been attending our Vintage tractor road run. He was very popular and well well-liked and I am sure he will be missed by many. Therefore on behalf of the National Vintage Tractor and Engine Club we would like to send our sincere condolences to his family.

RIP Trevor

Gordon Carson - NVTEC-EA



# STRADSETT PARK VINTAGE RALLY

## THE HIGHS AND LOWS OF RALLY ORGANIZING PART I

I am just writing this to give people an InSite of the highs and lows to rallying organizing and I suspect 2021 could test us all. I have also included some photos from over the last few years. When I look back through the photos its really great to see how things have changed but with every year brings new challenges and this is how it all started.

We started rallying back in 2003 after restoring the 1941 John Deere model B. It was soon clear to us that the Stradsett Park Vintage Rally was one of the first of the year in our area and a good one to attend. It has been run from the beginning by the East Anglia group who are a good bunch to work with. We started exhibiting at Stradsett rally back in



2004 and soon started winning trophies which in turn soon got us pretty well known and that was the same around the country at many other shows. This was also helped by the great articles from Peter Love and his colleagues who wrote about our tractors. Then Stephen Watson and Peter Love was very kind to me, our club and rally with articles and that's appreciated as makes all the difference.

In 2010 I was asked by the NVTEC-EA committee to join and become Publicity officer for the rally, so I accepted. Being on the committee allowed me to see how it was all done and get to know the other committee members, this of course included Andrew Hunt who had been the rally organizer for nearly 20 years. Andrew was a great inspiration and was always helpful allowing me a free hand with promoting the 2011 show which thankfully turned out to be a great success with many more paying public attending. At the same time I was only just getting to know many of the committee and their helpers properly.

Now how did I become the rally organizer? Well I suppose you could say it was a bit by default really as for some reason the committee had to move a meeting forward a



week and I didn't get the email, hence I missed the meeting. The next day my now very good friend and at that time the club secretary rang me at work about 3.00pm to inform me I had missed last night's meeting. He then informed me that Andrew Hunt had resigned from being the rally organizer and my name had been put forward to take

over. I still remember the call like yesterday. Rally organizer? - by this time I am thinking whatever do I know about organizing a vintage rally. The answer was very easy, NOTHING AT ALL. However Ted convinced me that him and Viv with the help of the rest of the committee I could do it. Ted was very true to his word and has been there through thick and thin. Ted has never let me down to this day and we still meet regular, speak on the phone or simply email each other. Andrew was also a great help with the hand over. He provided me with all his information on to my computer and was always at the end of the phone for me.

This was now getting exciting - I had a rally to organize and I do like a challenge, so I set about organizing the 2012 rally. This is where things went downhill for a while as many of the key players also were packing up such as the bar man, Health and Safety officer, the engine steward and a few others. Now I am thinking GREAT what am I going to do, it seemed to be falling apart very quickly. However, as it happens this was probably all for the best and is what allowed me to make some significant changes without really understanding what that meant at the time or upsetting anybody. Once I got over the few problems the next thing I changed was the gate price, which brought me lots of criticism. Apparently, I was going to ruin the show after all these years, 'that's it that will end the show' and so on. I went ahead anyway doubling the entrance fee from £2.50 from the 2011 show to £5.00 per adult with all under 16s FREE for the 2012 show. I believed it did not seem out of the way even in 2012 where could you go for £10.00 for a family of 4? Sadly, after all that the 5 days before the 2012 show we



had ducks and geese swimming about on the rally field. NOT GOOD so the decision was made to cancel the show. I was very gutted after all the work and I was really looking forward to the weekend. This of course now gave me another year to drum up some older tractors and really get my teeth in to it. I wrote to many of the people I had got to know who owned great old tractors and they were all brilliant and supported our show and still do.

Now another of the other groups I lost were the people who looked after the pay gates. At that time, they took the money in the cars as they came in, so this now also had to change which I am now very pleased we did. We now have the Air Training Corps 42FATC headed up by Pauline Petch who look after our North car park and the Wisbech Sea Cadets headed up by Jade Mercer who look after our South car park. The public now park up and walk in and pay at the gates which of course needs manning. That might sound easy but to man 2 gates from about 8.30am until about 4.00pm with at least 4 volunteers per gate at a time with say 2-hour rotors needs a lot of very dedicated staff. This is when we set up what is now a very valuable part of our show THE FRIENDS OF STRADSETT. This all seemed sorted now - we thought we could sit back enjoy the show and count the takings at the end of each day. No, you guessed it wasn't quite as easy as that either. About every 20 minutes we had to go to change the pay tins, take them back to our caravan and count and log the takings. This of course was fantastic but as you can imagine this now takes another 4 Friends of Stradsett all day both days with hardly time for a drink or bite to eat sometimes.

2014 gave us yet another challenge with heavy rain on the Sunday morning meaning Sunday was virtually a wash out. However, Monday morning brought lovely sunshine and the public came in their droves. My moto is taken from the film FIELD OF DREAMS, if you build it, they will come, and they kept coming. It was amazing but by

about 1.30pm we sadly had to close the gates as the car parks were overflowing. We had filled every space possible; everybody was just exhausted due to the heat. We even made the Radio One news announcing the tailback at Stradsett, embarrassing but so proud that so many people wanted to come to our show.

The show has grown over the years with fine exhibitors coming from all over the country and I thank them all. Now this in itself brought more new problems such as toilets. With more public and exhibitors clearly we were going to need more toilets. I thought I know just the man for advice on toilets, BRYAN. If there is a toilet about Bryan must try them out, so we sat down and looked at the layout as to where we needed them all. This is one of our biggest expenses at over £6,000 per year but not something you can skip on, so we had to have them. Another area was catering; this needed expanding but again I came under criticism for this but again it had to be done. The public today expect a good variety of catering options and why shouldn't they. As I go to many rallies I had got to know of UK Bars so I contacted them who were very helpful, easy to deal with and have always been brilliant - just a great bunch of lads. They turn up when they say, do what they say, clear up and then pay us accordingly and have never let us down, what more could I ask for. The next big problem was to be waste, so I contacted my good friend Mick Patrick who was happy to help us out. We now have 6 skips each year and all go away full, again Mick has never let us down and is always there to help. It's funny really, we all turn up at these events and just expect all this

to be there but don't really think about the amount of work and organization it has taken to get it all there. It takes months of organizing getting quotes agreeing quantiles, dates for deliveries and collections of things like toilets, skips, light towers crowd barriers, etc. Despite all this I love it. It's a real honour to be part of such

a great event and amazing to watch it all turn up and build over two days. I must admit it is also great to see them all leave safe and sound after having had a good weekend. For the 2020 show it was more frustrating as when you change all the forms, have new flyers printed, change the dates on the sides of my box lorry only to find the government have changed the May bank holiday due to VE day so you then have to do it all again. It then rains all winter only for the Covid-19 to stop most of the shows including Stradsett just when the Sun was starting to shine.

PART 2 in the next issue Gordon Carson - NVTEC-EA





## AGM 2020



Dear all members,

As with most events this year in 2020 the NVTEC-EA committee have not been able to hold any committee meetings since March. This will now apply to this year's AGM, and sadly as we have no donations to make this year due to the cancellation of the road run, Stradsett Park Vintage Rally and working weekend. The committee has decided to just carry everything over to next year (2021). We do hope you are all ok with this but due to the Covid-19 restrictions we have very few options available to us. The club is in a good financial position and you will be able to view the 2019 accounts on our web site as normal. This year due to the Covid-19 the National club is offering us all £2.50 off our



2021 membership which of course we will be passing on so please take note of your reduced cost. All the committee are happy to remain in their same positions as they have for 2020 other than Jon Moulis who is stepping down after



many years of dedicated services. I feel we owe Jon a huge thank you as he has been a valid part of our club, road run, rally and working weekend for longer than I can remember. Since I took over as rally organizer, Jon has always been there to help. Nothing was ever too much trouble; he would just get on with whatever job there was to do. However, I am sure he will still be about the event keeping us on the right track, so on behalf of the committee, thank you Jon. Our 2019 club accounts have again been done by Stephenson Smart & Co at Kings Lynn and I thank Clive Dodds for this.

We would like to take this opportunity to thank all those of you that help out each year with the club, whether it be at any of the events, writing articles for the vintage torque,

exhibiting at the events or just giving you time, we thank you all. I would like to say a very special thank you to my wife, Jayne for continuing to do all the accounts for our club, I knew she loved me really. That just leaves me

to say a very happy Christmas to you all and let's hope 2021 brings us a better rally season, but the most importantly is for us all to stay safe and well and get through these uncertain times. Pictures from our archives.



**HAPPY CHRISTMAS FROM ALL THE NVTEC-EA COMMITTEE**

Gordon Carson



# MEMBERSHIP MATTERS

Hello to you all



**Wayne Mitchell**  
Membership Secretary

This year has been a bad year for us all with Covid19, no rally's etc specially our own rally and road run. At least some of you have been going to ploughing matches throughout the Autumn.

Onto 2021 NVTEC-EA membership, the following fees will be, from January 1st to December 31st .

Full	one insured	£18.50
Joint	two insured	£20.50
Family	two insured	£22.50
Junior	one insured	£14.50
Country Not Insured & No Vaporising		£11.00

Joint = two adults living in the same address.

Family = two adults living at the same address +3 children.

Junior = aged 13 to 16 or 18 if in full time education.

**All insured names must be over 13 years old.**

When you complete your membership form please also include a **S.A.E** and put your membership number on the top left corner 060.....

If you want any more membership forms you can download them from the NVTEC-East Anglian website and follow the link [emailmembership@nvtec-ea.org.uk](mailto:emailmembership@nvtec-ea.org.uk)

I wish you and your family's a Merry Christmas and Happy New Year.

Remember stay safe : Hands, Face, Space



## HAPPY BIRTHDAY TO:

Alexander, Holly and Oliver in December



### Vintage Tractor Charity Road Run Sunday 28th March 2021

Based at Walpole Highway  
10 am for 10.30am Start

The Road Run will begin  
at Cedar Lodge,  
Walpole Highway,  
Wisbech, Cambs,  
PE14 7QT.



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)

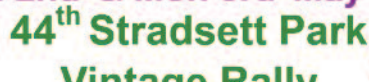


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All tractors must  
be sponsored to a  
minimum level of £10.00.  
Supreme Windows Ltd  
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be awarded to the driver of  
the tractor gaining the most  
sponsorship.

Sun 2nd & Mon 3rd May 2021



44<sup>th</sup> 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](http://www.nvtec-ea.org.uk)

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- Twin inclined discs on sprung arms situated in front of the lifting shares remove trash and loose soil.
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Do you have any information about this harvester, for instance where it was made and in what year, I would love to hear anything you know, please phone me on 07810 272819. [Malcolm Bush](#)

## OBITUARY: FRANK GOLDSMITH - 1949 TO 2020



Rally which was held in the park at Hillington in 1980.

He was an avid motorcycle enthusiast and enjoyed displaying his collection of motorcycles at the shows.

In later life he decided to change from 2 wheels to 4 wheels and purchased a compact tractor and attended shows and ploughing events within Norfolk.

It is with great sadness that Frank Goldsmith has peacefully passed away aged 79.

Frank joined NVTEC-EA in the mid 1970's and soon became a Committee Member.

He took on the role of Motorcycle Steward at the rallies the club put on, including the National

Below are some photos of Frank that have been provided by his Family, one of which showing his last journey to his resting place.

The club send their condolences to the Family and may Frank rest in peace.

Article written by Fred & Lorraine Rudd





Hello All,

Unfortunately this year has been a washout and the start of 2021 at the moment does not look too promising unless we all get the proposed vaccine.

However for all those who have not enjoyed the restrictions imposed upon us let's hope you will be free of them in the near future and can go about your daily life as before. At least you have had the chance to work on the projects that have been on the back burner and we all look forward to seeing them when possible.

Happy Christmas to the Committee and all members and here's hoping for a better New Year.

Henry Howlett

### NVTEC East Anglia Group Contact Details for Officers and Committee 2020

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**Mr D C Mycock: Working Weekend organizer and Engine steward**

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**Miss A Bruce: Working Area**

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**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**

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**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, Commercial & Motor cycles assistant**

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

**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**

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**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](mailto:truereflections77@yahoo.co.uk)**

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

## Diary Dates

Spring vintage Tractor Road Run, Sunday 28th March 2021 starting from Cedar Lodge, off Fence Bank, Walpole Highway, Wisbech, Cambs PE14 7QT. contact David Askew for more information on 01945 430481 or 07907 388172 or go to [nvtec-ea.org.uk](http://nvtec-ea.org.uk)

Stradsett Park Vintage Rally Sunday 2nd and Monday 3rd May 2021. Stradsett Nr Downham Market PE33 9HA. For more information contact Gordon Carson on 01945 880091 or 07860 658767 or go to [nvtec-ea.org.uk](http://nvtec-ea.org.uk)

Working Weekend & Ploughing Match Saturday 5th and Sunday 6th September 2021. Hall Farm Fincham PE33 9DQ. For more information contact David Mycock on 01366 500879 or 07977 337095

## Winter Meetings

### IMPORTANT NOTICE TO ALL REGARDING THE WINTER MEETINGS

Due to the continued Covid-19 problems, we the committee have had to again make the difficult decision to cancel the first 3 winter meetings of 2021. That means January, February and March meetings have all now been CANCELLED. We do hope to resume our meetings in October 2021, but we will update you all in the Vintage Torque and on our web site. In the meantime, please stay safe, have a great Christmas, and thank you all for your continued support.

Gordon Carson - NVTEC-EA





## Impromptu Gathering



On 20th September we came across a wonderful array of classic cars on Great Yarmouth sea front, they gathered outside the American diner and people young and old enjoyed looking around them, whilst social distancing of course.

Among them were some vehicles from tv shows and films, Night Rider - the children loved hearing the car speak as they got close, Mad Max - a replica of the car used in the film starring Mel Gibson and Tina Turner and the motorcycle



from the long running American crime drama television series CHiPs (California Highway Patrol), the owner was dressed in a California Police uniform to complete the look.

There were also 3 beautiful classic fords including a fantastically restored GT40 of which the engine bay sparkled accompanied by a



sign saying you're welcome to drool over my car but please don't drool on it!!!



Reg Fletcher  
NVTEC-EA

## IN SEARCH OF

I am looking for any spares and an operators manual for a British Demblon reversible plough any help contact Peter Thorpe 07931577192 or e-mail : [Ichurchfarmwalk@gmail.com](mailto:Ichurchfarmwalk@gmail.com).

## Lockdown VE Day 2020



Celebrations on the ground were unable to go ahead as planned so we took to our front gardens to celebrate the 75th anniversary of VE Day social distancing ourselves from neighbours and enjoyed the sunshine. However Covid didn't put a stop to the Red Arrows flyover and sky gazers were able to capture a glimpses of some iconic figures soaring through the air.

## DO YOU KNOW THIS TRACTOR?

This is the information for Ivan's Smiths David brown VAKI. Ivan is trying to locate this old tractor he once owned. If anybody knows the whereabouts please contact Gordon Carson on 01945 880091, 07860 658767 or email [stradsett@nvtec-ea.org.uk](mailto:stradsett@nvtec-ea.org.uk). Sorry but these pictures are the best we have.

Information required on the whereabouts of a 1940's David Brown VAKI tractor. Last known to be part of the Geoff Warren Collection at Diss Suffolk but we understand that it was sold on prior to his dispersal sale in early 2000, the tractor possibly sold to Cornwall or Ireland. The tractor had no reg number at the time and we are unsure of it's serial number all that can be said is that the engine was in poor condition with the block having been repaired both inside and out, noisy timing gears but it ran, cosmetically restored with replaced mud guards with no iron work, later style fuel tank with screw on lids, replaced side panels and front grill surround with no holes to fit lights and had incorrect front wheel rims and rear wheel bearings badly worn.

