



MARCH 2021

VINTAGE TORQUE

PRESERVING THE PAST FOR FUTURE GENERATIONS

Farmer 110 Tractor



Being a vintage tractor enthusiast and having 4 young grandchildren can be an expensive combination. I came across a lovely little green and yellow Farmer 110 tractor for sale and thought this is a must for the grandchildren. I was lucky to be the winning bid and went to fetch it home from Cheffins on Thursday 10th December 2020. I took along my little help mate, Ezra, to test it out and it made a young boy very happy. I hadn't come across anything like this before but it's a great little machine and keeps the little ones interested. It has a single cylinder 4 stroke petrol engine, foot clutch, foot brake, electric start, automatic transmission, 2-wheel drive, chain driven, air cooled, 3 gears and a reverse with a 6L tank capacity and only weighs 110kg. I look forward to finally being able to take it out once the restrictions are lifted and we get back to rallying.

Gordon Carson
NVTEC-EA

Robert Crawford 1937-2021



Marshall MP6



Fowler



Track Marshall

agricultural and carried on the Crawford name for future generations.

Robert had an unsurpassed depth and wealth of knowledge of all things agricultural and vintage, especially that of Marshall and Fowler. "The Marshall Man". A true patriot and forever a champion of all things made in Britain, especially Lincolnshire.

He pioneered the vintage preservation scene and inspired and supported countless enthusiasts along the way. He was widely known for his generosity of time and advice which he willingly shared with everyone.

He will be remembered for being an irreplaceable preserver of agricultural history. A stalwart of the auction scene all his life and his presence will be sorely missed.

With heavy hearts we share the sad news of the passing of Robert Edward Crawford. He passed away peacefully at his home surrounded by his family on 1st February 2021. 2021 marks the centenary of Robert H Crawford & Son as a business and is the year we will celebrate the life of Robert; a true gentleman who dedicated his life to all things



Standard Zero



Marshall 15/30s



Hornsby Akroyd



Vickers Aussie

Some of the many tractor Robert brought to Carrington for us to enjoy.

NEW HOLLAND CR 9.90 with the new 40' FDI40 MacDon Flex-Draper head



Now it's not like me to be writing about new machines but very unusual times call for desperate measures and what a beautiful machine this is. My good friend, Richard Perry works for Ernest Doe at Littleport in Cambridgeshire. On Friday, 7th August he called me to let me know they were to be demonstrating a new state of the art New Holland CR 9.90 combine on Sam Markillie's farm at Marshland St James the next day, but also with a new 40' FDI40 MacDon Flex-Draper header. This was a particularly good and rare opportunity for me to get up close and personal to such a lovely machine working on a beautiful Saturday afternoon.



I arrived about 2.00pm which was perfect as they were just setting up ready to make a start. Richard and Jim were there and showed me around, but I must say most was way over my head. In the CR revelation range of rotary combining excellence every model in the range benefits from improvements in every step on the harvesting journey, from the header right through to the residue management system. This amazing machine can cut up to 12.50m wide and has a 14,500 grain tank and on top of that you had to virtually run to keep up with it. I could remember being on the farm at Turves back in the mid-70s, where with a Class matador combine if we harvested 10 acres in a day we had a really good day - how things have changed. Now the bit that was really on demonstration was the new MacDons Flexdraper and this is what they say about it.

MacDons Active Float System reacts instantly to changing ground conditions. This immediate float response means you can cut extremely close to the ground without pushing soil. Two sets of coil springs on the FM100 float Module support up to 90% of the header weight. Thanks to the FM100, MacDon Draper Headers are designed to fit on all major brands of combines with an easy-to-install completion package. This multi-brand compatibility means your investment will hold its value until it is time to update your header. MacDons Active Crop Flow gently places the crop on the sides drapers heads first and then swiftly moves it into the feed draper. This is where

it then scooped up into the combines feeder house. Heads-first feeding promotes peak combine efficiency by saving fuel, improving threshing action, creating better straw distribution, and allowing for a more productive harvest overall. Because this harvesting method is more efficient in damp and moist conditions allowing you to start earlier and work later.



Well I can only thank Richard and Jim from Ernest Doe Littleport for the opportunity and for providing the information.

Gordon Carson NVTEC-EA

DO YOU KNOW THIS TRACTOR

Hi, I'm writing in regard to see if you could help me with some information of the owner of an allis chalmers d272. Reg 598 JTD. It was my grandads who passed away so then his brother sold it. I'd love to contact the owner if possible and see if I could possibly hand him a nice amount of money for it. Any help would be great. Would be even better if I could get a chance to buy it as my other grandad has passed away and I'm currently restoring his mf35. It would be amazing if I could have them sat together.

Thank you. Frankie Barrow
frankiebaz.fb@gmail.com



LITTLE MACEY Scratch built little tractor



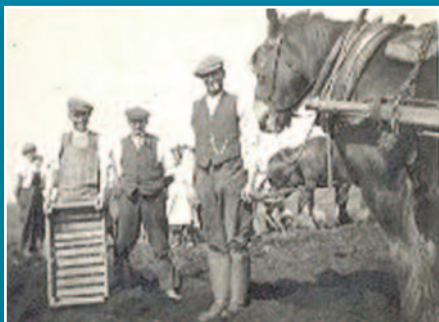
both the engine and gear box both worked, thankfully they were both fine. After a few little teething problems, it was a rolling chassis. The steering was to prove to be a bit more of a problem, this was a bit complicated and caused a lot of head scratching. Once we tested the whole thing it soon became very clear that in order for this to be safe and to take this out to a rally it of course needed some sort of brake. We then added a disc brake to the rear drive axle. Now we needed to design and build some wings, a bonnet, two-foot plates and a seat. This wasn't really too difficult as we only wanted them fairly basic, so Stu soon sorted these for me. We then added a front and rear bumper firstly for looks, also so we could pull a little implement if we wanted to, but mainly so we could secure it to a trailer for transport. We now needed a seat, so we went for a high back style. Then we had a cushion made and had it all covered in black. We then had to strip it all down and paint it, not too big of a job and it is only little when all said and done. I decided to go for red with cream wheels, red is my favourite colour and always looks good. With that all done I felt it needed some transfers just to finish it off. I got some transfers printed and put them on just in time ready to take to the Tractor World show in Malvern for the 2019 show. I displayed it on the NVTEC-EA club stand and of course at Stradsett 2019. It did however take me a bit of time and persuasion to get little Macey to sit on her tractor but finally she did, sadly in the shed due to the Covid-19 preventing any shows.

Gordon Carson - NVTEC-EA



When my first grandchild Ezra was born I brought him a Ransome MG2 and named it Ezra. Of course, then when my other son had a daughter little Macey, I had to up my game. I wanted to do something a bit different; I had previously purchased basically 4 wheels, a chassis, engine and a gear box. This I thought had potential but needed a bit of thought and imagination. I have plenty but I can be a bit optimistic, so I asked my friend Stu Blyth who has carried out mechanical work, etc. for me for some 30 years or so. Stu used to build super stox cars back in the late 60s and 70s. Stu is a clever man to know and knows far more than me about this type of thing. Firstly, we needed to get the engine and gear box fitted to the chassis and paired up. We then had to sort out how to drive the rear wheels once this was sorted. We thought we better make sure

FARMING BYGONES



A small collection of images from farming in the 1950's, as horse's were being phased out of use. My Grandad was the last horseman on the farm and he is pictured above with the last foal to be born for use on the land at Brandon Creake in Southery. Nigel Fletcher

It Needed Saving - Nuffield 4/65



Nuffield 4/65 Looking sorry for itself

The year is 2020 the whole world by April was in the grips of coronavirus COVID-19. A virus running out of control with no medical vaccine to bring it under control. Everywhere locked down for many weeks only being allowed to do essential shopping. By the middle of May we were slowly being allowed to get out.

As there is only so many times you can clean the house, weed the garden, cut the lawn and ring your friends, one starts to get restless and it was one of those phone calls talking to Peter Caley that brought about the saving of the Nuffield 4/65. Built in late 1968 and was one of the last Nuffield's built before being taken over by Leyland Tractors in 1969.

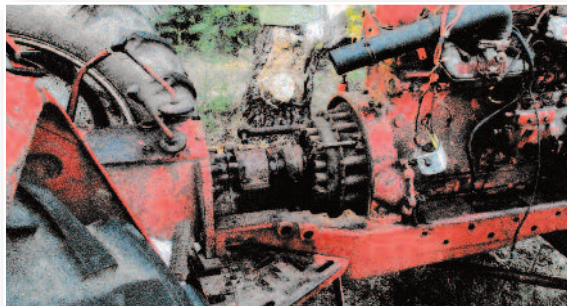
Peter had bought the Nuffield 4/65 Reg. number MTH 752H off the internet in 2012 on arriving at a small village near Bristol to pick up the tractor, Peter's first impressions was not too favourable, but as he had driven all this way he decided to do the deal and bring it home to Shouldham. Though some bits and pieces have been sourced to do a restoration the tractor has stood idle in the shed for the last seven years gathering more rust and corrosion. The outcome of the phone call was would I like to meet up and have a look to see if it would be of any interest. On seeing the tractor there was a good case for some investigation into the probabilities. Taking down registration, serial number and engine number we made arrangements to meet the next day and try to start the engine. That night I did some investigation work, the tractor was built in late 1968 and was not registered until 1970 making it one of the last Nuffield tractors to be made before becoming Leyland tractors and the last to carry the Nuffield name that had been manufactured since 1948 with the models M4 and M3.

The next day arrived and a battery was fitted but no apparent life, so without any more ado Peter gets another tractor and a chain. We negotiate pulling the tractor out of the shed then one of the moth eaten mudguards fell off. Locating of suitable gear and with plenty of track in the forest we started off for a tow start. After several attempts and skidding wheels she had resisted all attempts to start or even offer a cough.

Removal of the side plate of the injector pump revealed what could be the problem, the injector piston was all

gummed up and stuck so after a good clean then soaked with plenty of WD-40 it was left overnight. The next day armed with a small pry bar I set about trying to move the injector pistons and slowly a bit at a time and one by one they moved up and down quite freely. After draining the pump and replenishing the oil I pushed the cold start button in on the pump, Peter had connected the chain and within a matter of 10 yards the engine flew into life. An instant cheer of excitement was then met with more problems, water was pressuring out of the radiator overflow not unexpected, yes the head gasket was gone. Anyway a quick go through the gears and the clutch seem fine at first but not for long as smoke started to billow out from around the starter, panic, stop engine and explore what is the cause of all the smoke. Yes you've guessed it clutch inspection required. After all this, I took the view that although the engine would need a new head gasket it ran well with good oil pressure, the gearbox appeared to be okay, with what time we run about the yard and although the clutch needed looking at, it was worth restoration and rescue.

Unique to the Nuffield tractors was the fact you could remove the clutch without splitting the tractor, very cleverly by taking the steering box complete with steering column and lift off you are left with a good clear working area. The clever bit now is that by removing



View of clutch and drive compartment

a row of studs either side of the main housing between the engine and gear box you then lift off the top half of the body, revealing the fly wheel, clutch and connecting shaft to the gear box. The shaft connecting the drive to the gear box is inter tubular like a PTO shaft, by removing two pins these can be slid along allowing enough room to lift the clutch, once released from the flywheel. This was a steep learning curve as neither Peter nor I had tackled such an assignment but after some head scratching and good help from Peter's brother and nephew we eventually extracted a very rusty, all bearing seized and completely worn out clutch unit. Once the flywheel was removed we examined what was to be required, the flywheel and pressure plate was very badly pitted and thought to be unusable but after a word with the local engineer he thought they could be skimmed. This was worth a try as a new flywheel and starter ring was going to take the shine off £900. After examining the clutch, a list of requirements was drawn up. All the bearings were to be replaced and a new set a pressure springs would be needed as this tractor was fitted with an independent clutch for the hydraulics and PTO, two clutch plates would be required.

While waiting for parts and hopefully the skimming work to be done the whole clutch housing bay was hoovered out as dust from the clutch pads is very harmful, this was then washed and wiped out with brake fluid which leaves



Rebuilt clutch fitted



The first running

the engine down, draining the oil and water and removing the head. Much to my surprise, after seeing the clutch, the head and valves were in remarkable condition, the pistons were nice and firm but not overtight, the sleeve had no pit or score marks. So giving the bores a light honing to break any glaze, then clean the head, happy with the valves and guides, time to refit with new head gasket. The head was then replaced and pulled down to the recommended torque and the valve gap set according to the guidebook, all old diesel was drained, two new filters fitted, diesel water trap emptied and clean and also the lift pump. New fuel was added and the whole system primed and bled, the sump was re-filled with new 15/30 universal oil and new filter fitted. Once the parts arrived and the flywheel pressure plate returned it was time to set about the clutch rebuild. The engineers had done an excellent job and saved many hundreds of pounds, the reusable parts were cleaned and made ready for reassembly, all was going well, the bench assembly was complete and ready to relocate. The flywheel complete with pilot bearing was all fitted, the hoist lowered the clutch unit and with a slight swing movement the spigot slid into the pilot bearing and all was looking well!! That is until on connecting the clutch pedal with all the adjustment used, it did not operate the clutch properly. So after more head scratching there was only one thing for it, out came the clutch unit again to see where we had gone wrong, on close investigation we found one of the release fingers to be cracked and almost broken off. This resulted in a delay as we now had to order new sets of release fingers.

This slight set back at least gave chance to service the front axle and hubs, though there was a little play in the king pins at this time in the project was considered tolerable. The wheel bearings tightened and greased. The steering box was drained, cleaned and new seals fitted before refilling with gear oil 90, the steering column and top bearings were perfectly serviceable. Also at this time I set about sorting the hydraulics as one of the control rods was broken and another lever when operated appear not to move anything. On close inspection you have three levers on a double quadrant, one lift the arm as a position control and the second is a draft setting and the third is for auxiliaries. The three rotating movement is transferred to their appropriate lever inside one another with a roll pin holding everything in place. So after a blob of weld the broken rod was tidied up and fixed, a new roll pin connected the tubes to the quadrant everything was look good. Well that was the hope but no, the main lift lever and the auxiliary lever would not move, so disconnecting them at the top of the valves we tried to move them with a pair of mole grips without

everything clean and dry. Another job was to crack on with cleaning

success. This meant off with the hydraulic top and once again unlike most tractors this is straight forward with only half a dozen studs to withdraw and then the top is easily lifted off by hand. Inside it was lovely and clean, no rust or grime but the two valves were stuck hence the reason for the control levers not working. A good dose of WD-40 and a few gentle taps with a copper hammer, then attaching the mole grips on the valve top we slowly got movement. After a while we were able to refit the hydraulic top and connect the levers to the quadrant controls.

The arrival of the replacement parts for the clutch and resetting the new fingers to the correct settings soon had us sliding the clutch unit back into its housing. After connecting the clutch rods and pedals the free play adjustment was set up. On with the cover, with the steering box and column and a new wiring loom it was time to fire up the engine for the first time.

After a few seconds a cough and a splutter, life returned to the 3.8lt engine, being an inline pump you don't get the air bubble problem that is sometimes the cause of the problem with the DPA pumps after a major overhaul. Satisfied with the oil pressure, clean running exhaust and stabilise water circulation it was time to mount up, clear the yard and try the clutch and in gear selection, all was well we were able to engage the gears cleanly, drive was positive and disengagement was without any drag. So with a successful test drive round the yard without incident it was time to turn to the bodywork.

Over the years Peter had acquired a pair of serviceable wings and a bonnet to replace the badly corroded and damaged ones. Peter's patience and dedication to rubbing down and filling where necessary before applying several coats of red oxide, created a very good job and painted. After all the wings, bonnet and body panels were painted they were left to dry and the paint harden for a few days before fitting. This allowed time to free off the seized lift arms and rebuild the levelling box. The wheels were rubbed down and painted and the paint work on the rest of the tractor was tidied up before wings, bonnet and panels were fitted. The transfer decals and lights were the final touch before a road run to Marham and back, about two and a half miles to seal off a successful restoration of an all British icon name in farm tractors of the late 1940's 60s.

By Peter Thorpe



The last of Nuffield Tractors after 20 years

STRADSETT PARK VINTAGE RALLY

THE HIGHS AND LOWS OF RALLY ORGANIZING PART 2

Over the past 6 years the show has grown yet 2013 remains our best year for attendance to date with both the Sunday and Monday only being £200.00 apart meaning at £5.00 per adult it only varied by just 40 people. This was also the time Sir Jeremy Bagge retired and his son Alfred took over the estate. Up until this time our club had been very lucky in the fact any money raised went to Sir Jeremy's chosen charities, but we did not have to pay for the ground. Like anything in life things have to change we don't always like it, but they do. This now meant the estate had to pay its way so this in turn meant we needed to start paying for the use of the land hence why the price had to go up again to £7.50. Just for the record though I don't disagree with this as for anybody with any amount of ground would know only too well what it costs to maintain. For the Stradsett Park Vintage rally we use somewhere in the region of 90 acres of grass land in a beautiful setting. The lake alone at Stradsett is over 23 acres so you can imagine the cost of looking after this alone each year.

The rally kept on growing so I had to secure the use of the big North end field for extra car parking. This now meant we needed to turn the rally upside down, which brought me more grief as many exhibitors had been in the same spot for years and didn't like being moved. This was necessary but also gave me another opportunity to give the show a completely new look and layout. From the North field car park, the public have a lovely walk in over a bridge with a good view of the lake. Again the weather up to the setting out weekend was rain, rain and more rain and with the rally field only just passable the new North car park which had not been run on for over 40 years was a bit soft to say the least. Myself, Ted and Bryan realised this was no good as it was, which led me to hire a temporary roadway and they turned up on the Friday and laid it for us. Panic over I thought that's that sorted, how wrong was I. By 9.15am on the Sunday morning the roadway had failed and to make matters worse they were stuck under people's cars. What a mess; myself and a group of my friends had to go to the car park and spend the day sorting it out. This was such hard work and made it worse as we got a lot of abuse from the drivers. Just when we thought we were getting ahead it was that time of day when public were starting to leave so it all started again. I had to leave the car park to deal with the stewards briefing so my then assistant came and took over. Sadly, the public were then complaining to my wife and the volunteers at the pay gate. My wife Jayne vowed not to attend the show anymore. This was both upsetting and worrying as she is the treasurer for both the



club and the rally, I needed her by my side. She also really did not want me to do another year especially as the next year was to be her 50th birthday on the Sunday of the show. Divorce was mentioned several times and she



did miss the next year. She eventually came around, I think the fact the 2017 rally went by without any major problems. When all said and done, we run a large vintage rally on grass land early in May in England, it's never going to be easy.

I have run my own business for many years, and you learn that it doesn't matter how well you think thing through there will always be decisions to make and they won't always go as easy as planned. For instance, back in 2014 we decided to ask steam engines to attend our show. This seemed a great idea and it was a great addition to our show. However, you then have all the low loaders to deal with on the grass land and space for parking them, the heavy steam engines and the cost and distribution of the coal. Then of course you need a very kind man with a big powerful tractor to help unload and position them all. Nevertheless, when you see those lovely old giants purring away its all worth it.

One of the biggest problems I have had is the stationary engines due to the fact they run the engines. For safety reasons they need a lot of space and really need their caravan with them for obvious reasons. This is now an area



all think I shove them out of the way but please be assured that is not the case at all. In fact, I like the engines and all the effort the owners go to for putting on a good show and the fact that we have about 30 of them ourselves.

Over the years club stands have become more and more popular. This is something I have tried to encourage as you get some excellent displays from displays such as Ford and Fordson, Blueforce, International, Allis Chalmers but you then get club displays such as ours, Carrington Rally, The Starting Handle Club, Peterborough Preservation Society and many more where you can get a variety of makes, models and other bits all together making for an interesting display. The other benefit is there is normally somebody there to talk to the public and give information about the exhibits on display.

Now sadly we have lost many shows over the past few years due to rising costs. Stradsett was nearly no different as back in 2017 we had to call an end to the Stradsett Park Vintage Rally after over 40 years due to rising costs. After a couple of months with no show to organize I rang our Chairman Henry Howlett to check if it was ok to approach Alfred Bagge to see if some negotiation could be done. I am very pleased I did. Alfred and Charlotte were very obliging and within a couple of hours we came up with a new agreement and the rally was back on the following Spring. I must just add Alfred and his family thoroughly enjoy and support our rally and are always very helpful.

I very often get asked what makes a good rally? Well you all do. Any vintage rally relies on you taking the time, effort, cost and enthusiasm to bring your fine exhibits out and that is all of you from the stationary engines, cars, motorcycles, commercials, tractors, ex-military, bygones, trade stands, horticultural, steam engines, etc. The other thing you need

of about 7.5m x 15m. We try to put them around the perimeter of the rally field, but this has proven more and more difficult as we have such large numbers booking in each year. I am sure they

is great volunteers, and this is as important as the exhibits as one is no good without the other. I feel I am very fortunate as I have many. Each year you wonder if you will get the help again, but they are all just brilliant. From all the Friends of Stradsett who man the pay gates, my great stewards who send out and receive all the entry forms, my wife and family who take calls throughout the year in our office and help me with some of the computer work, John and Janet on the main gate and many more. There is no end to the list, and I thank them all dearly. Malcolm Bush and Terry Myhill have been supporting me right from the beginning despite the many changes I made, they are always there, just amazing. The other thing I like to do, and think is necessary is to alter the layout slightly each year which keeps it fresh for the public and stops the shows becoming stagnant.



Life is very funny sometimes, I find we can all moan sometimes and say things need to be done differently or things need to change, but we actually mean so long as it doesn't affect us. It's just the way it is. We all take lots of things to shows that are very valuable to us one way or another, so when I introduced passes that had to be shown at the gate in order to

get in, not everyone took it so well but at the same time we expect the shows to keep out any undesirables. It's very difficult to get a middle ground that pleases everybody. These exhibits are our pride and joy so need protecting but we all need to help as it wouldn't matter if you had 10 security personnel, they cannot be everywhere at the same time so please all be vigilant at any show.

Lastly, all I can say is at this time we are still in the middle of the Coronavirus (Covid-19) so I hope you all stay safe and that we see you at the Stradsett Park Vintage Rally in 2021 although that's looking more unlikely by the day. When we do get to run another rally, the theme will remain as it would have been for 2020. That is Minneapolis Moline, Eastern European and E27N tractors. We will also return to the May Bank Holiday, Sunday 2nd and Monday 3rd May 2021. This will of course be like all the shows and that is if we are able to go ahead with the show in 2021, Even if we can run the rally I am in no doubt we will but under many new restrictions and thinks may be a bit different to what we have been used to. To try to avoid club losses we are holding off sending the entry forms out until the March copy of the Vintage Torque. Non-members forms will then go out early March but all subject to what things are like at that time, We can only hope.

It is a privilege to organise this show each year and I thank you for all your kind support.

Gordon Carson NVTEC-EA committee

Ryedale folk museum Hutton-Le- Hole North



In this staycation year, Karen and I decided to take a short break at the end of September in North Yorkshire. Normally we'd book into a guest house or B and B, but this time for reasons of social distancing we chose to take the caravan and seek out a quiet campsite. This was quite a change for the caravan because in eighteen years of ownership it's only ever been to rallies! The small grass campsite we chose afforded the luxury of electric hook-up, that was a novelty we could get used to! But, it certainly seemed strange setting up with no exhibitors to talk to, and we equally missed fairground organ music into the evening, but I have to say it was nice not to awoken at 8am by a misfiring Allis B! The campsite was situated close to Kirbymoorside, which in decades past was the home of Russel's farm machinery-who were known for their root drills, elevators etc. I eagerly looked forward to revisiting the area: because I hadn't been back since an educational stay with the primary school back in 1980!

Somewhere I was keen to revisit was the Ryedale Folk Museum at Hutton-le-hole- a beautiful hill side village where quaint cottages adorn a grassy valley with beck flowing down the centre, grazed by moorland sheep who wander at will. Located in the centre of the village: the museum is easy to find because there is a wartime Fordson N on permanent display outside the entrance. Covering six and a half acres, the museum features thirteen re constructed buildings relocated from the local area, including a reproduction iron age round house, an Elizabethan manor house and thatched workers cottages filled with period furniture and objects. Leading from the entrance is a row of ten village shops kitted out with early 20th Century wares. Something different - is the oldest surviving daylight



photographic studio in England, with perfect light for portraits. Equally unusual are the remnants of a 16th century illegal glass making operation uncovered on nearby Rosedale moor, this was operated by French refugees who had fled the French Civil War. Glass making at that time was strictly governed and taxed, this remotely located maverick operation took no notice of regulations!

The latest exhibit on site is a purpose-built building to house the Harrison collection, a life time collection of artefacts amassed by two local brothers.

At the rear of the site is a farm yard, home to pigs, sheep and a collection of Ferguson tractors and implements! There is also a U -shaped Foldyard, with the surrounding buildings



containing more general vintage farm equipment, led by a David Brown Cropmaster which of course was manufactured in Yorkshire, it is displayed belted up

to a Marshall threshing drum. A number of local horse drawn wagons are present and a pig trailer.

More Yorkshire machinery can be found among the implements with a horse-drawn mower made by Bamlett of Thirsk and a ubiquitous root drill from Russels of Kirbymoorside. There's also quite a few stationary engines, from the Lister, Ruston Hornsby, Wolseley and Amanco stables. The full list is too exhaustive to mention here but we also spotted a Nuffield Universal, Allis Chalmers model B, and a British Anzani 'Iron horse' not to mention a comprehensive selection of tillage implements.

In summary: an enjoyable afternoon was had, and there is a good selection of eateries in the village for refreshments after your visit.

When in North Yorkshire, set aside two to three hours to tour the Ryedale folk museum you won't be disappointed.

For further information check their webpage:

<https://www.ryedalefolkmuseum.co.uk>

Darren Tebbitt

Stradsett 2021 - CANCELLED

It is with a very heavy heart, sadness and sheer disappointment I am having to write a cancellation statement for the second year running. Due to the ever-increasing covid-19 cases and restrictions which only seem to be getting worse day by day rather than better, sadly, the NVTEC-EA committee have had no choice other than to CANCEL our 2021 Stradsett Park Vintage Rally which was due to be held on Sunday 2nd and Monday 3rd May 2021. It would be irresponsible of our club to put on such a well-

attended event and risk the health and wellbeing of our volunteers, exhibitors, traders and the paying public. We really do hope we will be able to put on our 2022 rally on Sunday 1st and Monday 2nd May. The NVTEC-EA committee thank you all for your support and ask you all to stay safe and prepare your vintage equipment ready for our 2022 rally, this could be our greatest show ever.

Gordon Carson NVTEC-EA committee



PICTURES FROM PAST SHOWS



A Little Tale about the Piano Man!!!



During the first lockdown fly tippers dumped a load of rubbish in the entrance to a field on Sedge Fen Farm. Amongst the discarded rubbish was a piano, some of the boys that work on the farm had nothing to do that weekend so they decided to create Piano Man, complete with overalls and a 5 litre paint can for a head. After he had been there for 2 days someone decided he must be thirsty by now, so they brought him a bottle of beer and a glass, the next weekend someone decided to create him a girlfriend (someones wife must be missing a little black dress!!), presumably the lady was to accompany him in a song or two. After a few days the council came and removed the rubbish along with Piano Man and his girlfriend.

Reg Fletcher NVTEC-EA committee

MECCANO MODELS



I hope most of you will have seen me with some of my models at the Stradsett Rally bygone display (Ted Gray section). Each year I try to make something to fit the theme for this year I made two M and Ms. With the lock down these have not been out and are in my collection that no body can see with every thing else.

As there was no rallies to go to this year it has meant more shed time and what to build. A tall Fordson E27N was in my mind, the 6v 3 amp batteries that I use would fit under the tank. So with a heap of parts and some paint I set about it. When I build anything its all in my head what it should look like and not to scale but hopefully in some sort of proportion, I don't sue plans or drawings. While I was making this I thought my track the models travel round needs to be longer so 4ft is now 8ft more to show at a time. With Fordson finished what should go behind it I thought I have ploughs and cultivators so I have made a set of disks. Still in lock down and no where to go what to make next.

Something every farm should have a little grey Fergy I made the tractor it was too small to fit a battery so I made a drill to go behind and fitted the battery in that. Still in lock down and more

shed time I have now made a bow axle Allis B with combined . I have now put up another shed and bought a lot of metal with lots of holes just incase , but I hope it will soon be safe for us all to be out and about again.

Mick Baker



Hello All,

I am afraid this time around my Chat will be short as we are still living in difficult times but I hope with the vaccination programme rolling out some of you, myself included, will have had the first dose. It was a difficult decision to cancel Stradsett 2021 and in particular we are disheartened for Gordon who had already put preparations in hand.

Hope you are still getting on with your restorations, we are in the process of restoring our Nuffield 465 that we purchased from a local farmer's family eg brakes, injection pump and starter motor. This tractor is to power our Opico mobile grain dryer.

All stay extra safe for now but hope the majority of us will be "jabbed" soon and we can meet up again.

Henry Howlett

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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

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

MEMBERSHIP MATTERS

Hello to you all



Hope you are all staying safe and well during these tough times as you know NVTEC-EA club have a Facebook Group Page.

Please feel free to post any pictures or projects you have been doing over winter or in lockdowns.

If you have anything For Sale or Required also post them.

Moving onto Membership Matters you may have renewed your memberships for 2021 but if you have any change of details through out the year please can you email or phone me and let me know, so I can update your membership details on the club's database.

Stay safe hope to see you soon.

Wayne Mitchell Membership Secretary



January: Ezra and Thomas

February: Angus, Harry and Wayne

March: Ace

May: Albert

Brough Superior ss100



Built in what was known as the golden age of motorcycle innovation (between world wars) the Brough Superior 990cc SS100 was the Rolls-Royce of motorcycles. The original machines made by W.E. Brough had been innovative and well engineered and his sons continued in the same vein but with the addition of style. Brough only used the best available components for his bikes believing if the product was good a large price tag would be no handicap.

First introduced in 1922 the SS80 instantly became famous when a racing version became the first side-valved engine to lap Broadlands at over 100 miles per hour. The later SS100 was a complete redesign with a duplex cradle frame and castle front forks, which were heavily influenced by the Harley Davidson models. All customers were given a written guarantee that their machine have been timed at over 100 miles per hour for quarter of a mile.

The SS100 thrived at the Broadlands Oval circuit and when it closed at the outbreak of World War II, still held both side car and solo lap records, with the latter at an average speed of 124.51mph. Brough came into the 1930s with a Jap-powered range and in 1936 the SS100 was re-designed with an engine built by associated motorcycles which continued until production ceased in 1939.

The last one sold at Bonhams for £225,092 including premium.

Shaun Loveday - Paradise Garage Motorcycles



Member of the year

I thought as we have nothing but bad news lately, it might be good to hear about some good news. Just before Christmas in mid-December 2020 what I thought was a customer, came into our showroom. I told him that Jason and Andrew were both in the office, but he said it was me that he wanted



to see. To my surprise it was Mr Rayner from Tilney St Lawrence who had just managed to collect in his and his son's sponsorship money of £201.00 from the 2019 Road Run. They were on a 1985 Massey Ferguson 265 and a 2004 Massey Ferguson 6455. I felt I had to write this for his honesty and to thank him and his son. Let's hope we can soon get back to enjoying such events.

Gordon Carson
NVTEC-EA

2021 Road Run Cancelled

Sadly, again due to the Covid-19 restrictions the committee has had to make the sad decision to cancel our 2021 Spring charity road run. This was due to be held from Walpole Highway on Sunday 28th March. This is very disappointing but as always, the safety of our members, volunteers, road stewards and committee members must come first. However, the vaccine is being distributed at a good pace so fingers crossed that 2022 will bring back some of our well loved and sadly missed events.

Regards to all and please stay safe, Gordon Carson & the NVTEC-EA committee.

