



NBVTC

news

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Who is Who in the NBVTC



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Ed's Notes

We recently had a few days in Maranello Italy visiting with Dan, Lucy and the kids, Isabella and Sammy. They all seemed to have settled quite nicely to their new surroundings, and who wouldn't? We were really impressed with the region, the people, and of course the food. Italians are so very passionate for just about everything! You really know you are in Ferrari territory when you walk the streets of Maranello and you can feel the enthusiasm for Ferrari even displayed in the main square.

It is also an agricultural region populated mainly with small family farms, crop variety and the vast array of small older tractors makes for very interesting viewing. I suspect by the many dilapidated farm buildings they are not making a great profit so most farmers have another profession as well. But at least the farms are still in family ownership.

Indeed the managers and staff of our hotel who treated us so lavishly were from a farm. This was the Laconda del Mulino hotel (Mill Guest House) and yes there was a water mill one can see working through one of the windows of the restaurant! Originally only a restaurant on the ground floor, a major restoration was undertaken some ten years ago of the 2nd floor to turn it into a hotel. After a lot of work being done the results were really stunning. We would not hesitate to recommend it anyone visiting the area.

Everywhere we visited we only encountered genuinely pleased and welcoming people. I can go on and on but will not, suffice to say we will most definitely be back for another visit. Dan you have been warned! In the magazine you will find a complete report from Dan and photos from the weekend, enjoy!

You can really tell the rally season has started! Our diary is full of local events and shows. Our summer road run weekend at Forest farm and our Harvest weekend at Moulsoe farm should both be a good again this year, so hope to see many of you with families there.

Have a great summer!

Sandix



The next magazine will be due out in September, any material to be included please submit by the beginning of August. My email address is sandistockham@gmail.com

Cover Photo

Richard Wray's Ford model T (Tilly) in a wood processing plant on a model T tour around Cumbria in 2015, a beautiful setting for a nice shot! Photo: Richard Wray

A Note from the Chairman

I really can't believe that we are already at the end of another year of tractor club meetings. I think we have had some excellent speakers this year and I hope I can find some as good and as interesting for next season. I have already managed to find quite a few but if anybody has any contacts or suggestions please let me know.

I'm sure that you will all have heard by now about the sad and sudden death of committee member Steve Anguish. Steve was a quiet, private man but was a willing worker who was always there to help at club events. Steve had served on the committee since 2009 and was a real asset to the club - he will be greatly missed.

The rally season is now in full swing. I have booked in to a few this year and hope to see some of you there. However, I was a bit disappointed in the Rushden rally as lots of tractors made the effort to go into the arena but there was no commentary.

I look forward to seeing as many of you as possible at our summer road run event on June 11th/12th at Mrs Starsmore's at Wicken. There will be a BBQ on Saturday evening (bring your own meat and drink. Salad, rolls etc. will be provided) and the road run on the Sunday. As usual we will be serving bacon rolls, burgers and tea and coffee on the Sunday. Family and friends are welcome – why not bring your tent or caravan and stay for the weekend?

After the success of our harvest working weekend last year we have decided to have another one in August this year. We are in the process of organising different farm equipment to be used for demonstrations and hopefully there will be some land for ploughing. More details can be found in this newsletter. Let's hope for some good weather.

I hope you all have a good summer and I look forward to seeing you at some of the above mentioned events.



NBVTCT Summer Road Run 2016

The NBVTCT summer road run will once again be being held by kind permission of the Starsmore family over the weekend of the 11th and 12th of June. Philip and Jean have agreed camping as from the Friday.

This year there will be TWO runs. The first on Saturday leaving Forest farm around 2.30 pm and will be a five mile route with a pub stop. Slower tractors are encouraged on this run but all will be welcomed. When we get back we will be having a BBQ, bring your own meat and the club will once again supply rolls, potatoes and salads.

The Sunday run will leave around 10 am and heading to Stowe. I have arranged for us to stop at Boycott farm shop for tea and cake. This one will be a slightly longer twenty-mile run but similar route to last year. The feedback was how much people enjoyed the scenery then, so hope to see as many tractors as possible. A trailer will be provided on both runs so please feel free to bring the family along.

We will soon be marking the first anniversary of Johns passing so this weekend will give us all a chance to remember John and the stories he used to tell. Throughout John's life he mostly worked with Ford and Fordson tractors (and their variants) so we have made it this year's theme, however it is not exclusive and all are welcome. To commemorate this, the Starsmore family has donated one of John's models as a trophy to the best tractor.

I look forward to seeing as many of you on both days.

Rob

NBVTCT Harvest Weekend 2016

Due to popular demand the NBVTCT will be again holding a Harvest event at Moulsoe Buildings Farm on the weekend of the 13th and 14th of August by kind permission of Chris Singer and his family.

Weather permitting we will be harvesting on the Saturday. Mark Gent has kindly agreed to bring his vintage combines and others are bringing a baler and other harvesting related implements. If anyone wants to bring any other equipment please feel free to do so.

There will be the usual BBQ on Saturday night, bring your own meat and drink, the club will provide salads, rolls and potatoes.

Sunday will be a play and plough day.

Camping will be available as from the Friday so come and have a good weekend with us!

For more information ring Malcolm on 07836 525672.

Diary of Events & Shows

Jun 4th	Waddesdon Country Show (Bucks YF) ~ Waddesdon Bucks
Jun 4th& 5th	Earls Barton Festival of Transport ~ Earls Barton Northants
Jun 11th&12th	NBVTCT Summer Roadrun Wkend @ Forest Fm ~ Wicken Northants
Jun 25th&26th	Bloxham Steam Rally ~ Banbury Oxon
Jul 2nd&3rd	Hollowell Steam Rally ~ Hollowell Northants
Jul 2nd&3rd	Chiltern Steam Rally ~ Prestwood Bucks
Aug 6th	Blakesley Show ~ Maidford Crossroads Fm in N'ptonshire
Aug 6th&7th	Great Bucks Steam & Country Fair ~ Shabbington Bucks
Aug 13th&14th	OVTC Summer Roadrun and Camping Wkend ~ Biggleswade Beds
Aug 13th&14th	NBVTCT Harvest Wkend @ Moulsoe Fm ~ Moulsoe Newport Pagnell
Aug 20th&21st	Blakesley Ploughing Wkend @ Poplar Fm ~ N'ptonshire
Aug 25th-29th	Great Dorset Steam Rally ~ Dorset
Aug 27th-29th	Earls Barton Rally & Country Fayre ~ Earls Barton Northants
Sept 1st	Bucks County Show ~ nr Aylesbury Bucks
Oct 9th	NBVTCT Plough Match @ Moulsoe Fm ~ Moulsoe Newport Pagnell

The NBVTCT will again be having a stand at the Blakesley show on Sat. August the 6th on the new site as per last year, again static tractors only. Also at Blakesley a ploughing weekend has been organised for the weekend of the 20th and 21st of August on the old site, camping will be available over the weekend. The ploughing competition will start at 11 am on Sat. For more info and to confirm your ploughing attendance please ring Gerald Bootman on 01327 261491 or 07860 929706.

The Ouse Valley Tractor Club will be having a camping weekend with a roadrun from the Cock Inn Biggleswade, on the 13th and 14th of August (camping behind the pub from Friday). A charity fundraising weekend to include BBQ, pub entertainment, and roadrun on the Saturday in aid of Addenbrooke's Hospital. For more information contact Clive on 07951 928409.

Club Nights

Our club nights are now finished for the summer. We will resume our meetings in September with a new list of speakers.



Steve Anguish ~ A Personal Recollection

We met Steve when we joined the NBVTC, he had been a member since the club started, but got to know more of him when he joined the committee in March of 2009.

A quiet and private man, Steve had a dry sense of humour which came through when he wrote for his very own column "Alleexx's Travels" for the club magazine. Sadly the report that follows was to be his last.

Steve was a keen photo enthusiast and his reports would always include personal photographs of his travels. Lately he enjoyed videoing club events, which he would put on DVDs and played at club stand events. They were watched with great interest and would always attract a large crowd.

An avid collector of classic cars and vintage tractors, Steve latest purchase was a 1953 Ford Prefect, which he displayed at the Stony Stratford Classic Car show in January of this year. Most recently you would see his rare 1945 Ford Ferguson 2N at various tractor shows. His 1961 Fordson Dexta was written off in 2014 after a major fire, it was recently restored almost to perfection as you can see from the latest photos Steve sent in. Very skilful indeed.

Steve did his Massey Ferguson apprenticeship with George Brown, and there wasn't much about Massey Fergusons that Steve didn't know about. He was always helpful and would always have an answer to any query any club member would ask him.

As a club member Steve was always helping organize, setup and run every event. He would provide exhibits and items needed to improve the clubs efforts at our events.

We will greatly miss him.



Alleexx's Travels

April 2nd saw Thrift farm have their annual lambing event, because we are firm supporters of the farm since we donated the David Brown the club was asked to supply a few tractors. It was a difficult decision as it clashed with the Patrick Edwards event.

Anyway the usual suspects attended Malcolm with his MF135, Ernie with his Farmall "A", plus organ, Steve with his Ford 2N and plough and new to the event was Robin Warner with his Gunsmith, despite being over 60yrs old

it created a lot of interest with the old and young alike, people had a job to believe we used to use things like that.

The weather was fine and the attendance was good, could even have been a record attendance as the car parks and every available space was jammed full. The new restaurant was very busy. The ewes or wherever you come from "yows" done the business and gave birth to a few lambs. Highlight of the day must be Ernie buying the ice creams, although it did take two of us to hold him down to get his money out. A good promotion for the club and a good feel-good factor for all.

Closer to home this time, how's the Dexta? I hear you ask (alright maybe not) after a long period of anguish (that's funny) and sanding, rust removal, new tyres, new badges, new paint I can now report the Dexta is on its feet (wheels) and finished apart from a few tweaks and a few leaks (it's a Perkins based engine what do you expect).

Alleexx!





The Umberto Panini collection of historical Maseratis, which includes cars driven by Nuvolari, Fangio and Moss

A Treasure Trove of Vintage Tractors

*It all began with a chance encounter...
by Daniele Casanova*

One sunny Sunday morning in October last year I stopped at a little fayre in a small northern Italian village. It was over eight months since we moved to Italy and I had not seen vintage tractors in all that time, but I knew that there would be a small gathering there courtesy of a local club. Indeed there were a few hot bulbs Landini and Orsi, a Claas Columbus combine, a couple of other diesel tractors and some classic cars. Armed with my camera I started taking pictures and talking to the owners. I told them of my hobby and one of them said: "Well, if you like taking photos of vintage tractors you should talk to that man over there, he has got 150. "Really!" I thought. I was then introduced to Mr. Franco Leoni, who very kindly invited me and my family to visit his collection at our convenience. About a month later we did. Let me tell you that indeed he has about 150 tractors, plus about 80 motorbikes, a few threshing boxes and balers, some old bicycles, a Mercedes staff car that belonged to Rommel

and many more things, some of which are still in need of restoration. His collection fills two warehouses, and then there is an area where he has recreated shops and living quarters of the past, with original furniture and tools. He has also collected also a large amount of historical documents of local as well as national importance, and a number of other finds, even some fossils certified to be several million years old. All this is open to visitors free of charge, and he regularly hosts visits from schools.

You can certainly imagine I was staggered to see such huge collection made by a man on his own. Mr. Leoni developed his interest in tractors in 1949, when he was only 10. "In those days people were scrapping lots of old hot bulb tractors that were being replaced with newer diesel engines", he told me, "I started salvaging some but if I had the space the opportunity to keep more now I'd have a thousand tractors!" I was touched by his genuine passion that drove him to work so hard and invest so much in his collection, and also his generosity in sharing it. As we talked about the various tractors, noticing

my keenness on the old hot bulbs Mr. Leoni decided to start a Landini 35-40. Which really seemed like a great idea to me, but not so much for our little 4 years old son... the sight of this tractor coming to life with deafening noise, bouncing on its wheels while spitting flames through the cylinder head and thick black smoke through the chimney must have looked like a terrible monster to his innocent eyes! So our visit had to be cut a little short...

I was quite keen to return for a second visit though, and I also thought it'd be a good idea to bring some tractor enthusiast friends. So I told a few people in our Club like Sandi and Richard of my find, then the word spread around a little... The prospect of tasting some decent Italian food and wine, and seeing a fairly unique tractor collection must have been a fairly powerful motivator, as in May this year I found myself leading a group of 15 visitors from England across the countryside on a quest for Italian delicacies and, of course, tractors and machinery!

As some of you should know we are now based in Maranello, near Modena. If you have the slightest interest in racing cars you will know that Maranello is the home of Ferrari. But there is more around here in terms of sports cars manufacturing: Lamborghini is only 20 miles away, near Bologna, as is Ducati motorbikes. Then we also have Maserati, which is based in Modena. Then there is the food. People around here think that here in this region you will find the best of Italian food. Personally I think that wherever you go in Italy people will think that! But indeed



there are some specialties, which are only produced here, like the famous "Parmigiano Reggiano" cheese, and the balsamic vinegar of Modena.

With all these many opportunities I had an easy job in arranging a plan to keep my guests busy for a weekend! So we started with the "Panini" motor museum. "Panini" is a very prominent family in Modena, which is quite well known for their publishing business. Millions of children around the world will have collected the "Panini" stickers, above all the yearly collection of footballer's pictures. One member of the family, though, did something different. Umberto Panini loved the land and he had been in Argentina for some time. Upon returning to Modena he set up a big dairy farm where they still produce 6000 litres of milk a day, good for making 12 wheels of Parmesan cheese. On the estate, though, there is a real gem, a collection of 19 historical Maserati cars. These cars used to be in the Maserati own museum, but in 1996, after the company

L: A Ferrari V8 Formula 1 engine

R: Wheels of Parmesan produced at the Panini dairy farm





T: The vinegar is matured in barrels from different types of wood
B: The barrel maturing the 150 yr old priceless balsamic vinegar

was taken over by FIAT, the collection was destined to be auctioned in England. It was then that the Panini family stepped in and rescued the cars, so that Modena would not lose a great deal of its motorsport heritage. In fact, the collection includes cars that were raced by Tazio Nuvolari, Juan Manuel Fangio and Stirling Moss, so it is one of the most important in Italy.

Our second visit was to another farm, the "Acetaia Leonardi". Started in 1871, this is one of the most important places where the true Balsamic Vinegar of Modena is made. Suffice to say that they supplied the balsamic vinegar for the wedding of Prince William and Kate... Now, most of you will have at some point bought balsamic vinegar at Tesco. Let me tell you that this has got absolutely nothing to do with the real one... Balsamic vinegar is made from grapes, which are picked, pressed, the juice is separated and then cooked at 80 degrees for about 36 hours. Then it's just a

matter of waiting, for a really long time! We were told that only in this part of the world there exist the appropriate climatic conditions and the right bacteria to produce the true balsamic vinegar. The vinegar is matured in barrels made of different types of wood, like cherry, juniper, hazelnut... every year a portion of the content of a barrel is moved into the next one. New vinegar enters the beginning of the line of barrels, and some is taken out at the end of the line after several years of aging. We were fortunate enough to taste some 100 years old balsamic vinegar... think about eating with something that was made of grapes picked in 1916... All this does not come cheap, as if you want to buy a bottle of 50 ml of 100 years old balsamic vinegar you will pay 200 euro. And they also have a small production that goes back 150 years. You won't find that in the shops though, you need to ring and book a tiny bottle, and be ready to write a big cheque for it!

Finally the time came to pay a second visit to the Franco Leoni tractor collection. The news of visitors from England had spread, and totally unbeknown to me we were greeted by quite a welcome committee! My Leoni invited some local Clubs who put some tractors on display and did a small road run. We got to meet the members of the "Coast to coast tractor team", a small vintage tractor enthusiast Club that organises long distance road runs. In a few weeks they are going to the Alps near the Austrian border, something like a 600 miles return trip! After a brief initial tour of the tractor collection we headed for a local restaurant to feast on some local produce of "tortellini", meats and wine.

In the afternoon we had a lot more time to look around all the tractors and bikes in Mr. Leoni's collection. It is difficult to summarise in a few lines what one can see there. Suffice to say everyone found something different and really interesting. For example there is a threshing box made by a local company called "Marinoni", now extinct, which has an integrated baler. I am told not one of my guests had ever seen one! The majority of tractors are Italian, but there are also many German,

Russian and Easter European, a Pampas hot bulb and many more. Even though a lot of the Italian tractors are quite familiar to me like Ford, Fordson and Ferguson are familiar sights in England, some of the model are rather unique. Like a FIAT 25 with 4 wheel drive and 4 wheel steer, which I am told is a unique prototype.

If I had to pick one tractor of particular interest, for me it would be the Super Orsi hot bulb. This particular unit was an experimental tractor equipped with a system that prevented the engine from rotating and firing backwards, a dangerous scenario that could occur with this type of tractors when going up a steep hill pulling a load. Mr. Leoni told me that the Orsi Museum has been in touch looking to acquire this unique and valuable machine. While we were there Mr. Leoni's son started the Super Orsi in front a curious crowd. With an expert hand its single cylinder came back to life rather promptly, and very rapidly filled the whole warehouse with smoke! Deafening noise, and vibrations, with rock hard steering and controls... it's lovely to see these tractors

functioning and very well preserved, as they are an important part of our agricultural history. But boy I am glad I never had to work on one!

If my words have not been enough to enthuse anyone else in planning a visit to Mr. Leoni museum I hope that the pictures published here will! You can also find a gallery on our website under "photo gallery / interesting events / Museo Franco Leoni".

T: Mr Leoni's son starting the Super Orsi in front of a crowd
B: Not a favourite of Sammy's, the Landini 35-40





Above: The walk down to the village

Below: The high street full of interesting period shops



The NBVTC Visits the BCLM

The Black Country Living Museum in Dudley was created on 26 acres of land and canal to simulate Black Country life of the 19th and early 20th centuries. Twenty-two members of the NBVTC visited the museum in on Saturday the 20th of March and what a good day out it was!

When our events coordinator Richard Wray came up with the idea of visiting the museum it had a great interest but as the date and details of the trip emerged we did not get much commitment and the idea was almost scrapped. The usual 50-seater coach we used before was just not filling up, so club member Keith Durham suggested we hire a smaller 30-seater coach and proposed to drive.

We gathered as usual at the Newport Pagnell Football Club and set off just after 8:00 am.

T: Our first visit was the impressive Newcomen pumping station
B: The fairground

Photo: Ken Robinson

Two and a half hours later we were arriving in Dudley having made a coffee stop at one of the services on route. Richard and Laura had our tickets issued in no time and were soon making our way in... to be transported in time!

We chose to walk to the village to start with, rather than most of the others who took the tram in. Our first visit was the impressive Thomas Newcomen steam pumping station but we missed the mines, as there was a queue and it appeared we were going to have to waste waiting at least an hour. The fossil shop near the mines was intriguing, and difficult to come out empty handed.

Passing through the fairground, a garage, and the village school, we reached the high street, which was full of interesting period shops and charming people to talk to. The cake shop and bakery seemed to have a particular fascination for club members and many samples were purchased. Also as popular was the pub at the bottom of the street where some members enjoyed a pint of ale.

A visit to the A. Hartill Motorcycles shop was worth it just to drool over some very nice smaller machines. AJS was the name here and it stands for cars and motorcycles made by the Wolverhampton, England, company A. J. Stevens & Co. Ltd, from 1909 to 1931.

Lunch had to be at the renowned Hobbs & Sons traditional fish and chip shop, this proved to be a good choice. Then a stroll on the canal path and working docks where many interesting boats were to be found including a very rare horse drawn ice breaking barge. The next big project for the museum is also in the yard, a giant Anchor Forge steam hammer used in the manufacture of anchors.

A ride back to the car and motorcycle museum

T: The cake shop proved very popular

Photo: Ken Robinson

M: Lunch was at the renowned Hobbs & Sons fish & chip shop

M: Many interesting boats were found on the canal path

B: A ride back to the museum on this 1921 tram was fun!





on a 1921 tram was fun; two other working trams were at the depot a 1909 electric and an 1882 horse drawn.

It was a surprise to find such fascinating cars and motorcycles of the era made in the surrounding area. Many we had never heard of, and all in a nicely renovated condition. Rarest perhaps was the Turner steam car along with a number of later petrol engine models. For the more sporting a PRA formulae junior aluminium bodied race car powered by a shaft drive with Manx Norton engine was a real treat. To add to the delights here was a rare Sunbeam Manitou aero engine also used in land speed record breaking cars.

By 3:00 pm we were making our way back to Milton Keynes with some very tiredly looking chaps snoozing in the coach. It was an enjoyable day out for all of us so thank you Richard and Laura for organizing such a great event and Keith for driving us safe back home!

T: Some fascinating cars & motorcycles were seen in the museum
M: Also in the museum a very rare 1904 Turner steam car
B: Members of the NBVTC smiling after a great day out!



Before

as is often the case plans go astray, I had only seen military tractors in books, and after a little haggling purchased the little green Fergie.

Much work had been done on the machine, the widow had little interest in her husband's "big boy's toys" but it was obvious that the engine has had a major overhaul, not a whiff of smoke from the new exhaust, and the ignition electrics renewed. The lighting circuits and Ignition switch were "iffy" but with the help of Richard Wray and John Hobbs Junior they were sorted out. There was only one area that needed immediate action! The pan seat belonged to a 35/65 tractor. Replacement TED seat, cushion and spring were purchased. That solved another more difficult problem remained, what shade of green was used? Couldn't get hold of the previous owner so resorted to approaching LKQ HOLDINGS AT Tongwell. They produced a swatch card of authentic army paints and comparing that to a picture chose what seemed to be the right paint. I then did the painting at home prior to fitting the seat onto the tractor. What a disaster, the shade of green was far too light! So back to LKQ this time with a front wheel so they could analyse the colour, and finally success they produced exactly the right shade.

So what next? The 727 XUT number plate is clearly not a military one, enquiries at Leicester DVLA office drew a blank XUT being a Leicester and Rutland prefix. Records from 1954 had apparently been destroyed, but enquiries at several military museums have not yet produced any further information as to registration or where the tractor was used. The MPBW on the bonnet refers to Ministry of Public Building & Works.

As for the redundant 35/65 seat, on examination it was clear that it was a genuine Massey-Ferguson seat and sold on Ebay for good money recouping the cost of the replacement right type seat, so well satisfied with that result.



After

An Unusual Fergie by Ernie Thomas

A phone call out of the blue led me to buying a 1954 ex military Ferguson TED. A tractor collector in Wing had passed away and his widow through a family friend contacted me as Club Secretary for the address of a member who had shown an interest in the past in purchasing from the collection. Interest (nosiness!) arose, so I decided to go along with Malcolm to see what was there and with no intention of buying anything. Sadly



Looking good both Tilly on her second run of the weekend and club member Godfrey Cross still smiling

Tilly On Her Model T Adventures

by Richard Wray

Some of you may remember this time last year I had just finished restoring my desert find (derelict) 1926 model T Ford pickup (aka Tilly). Her maiden run last year was Neil Tuckett's two day run in early April and although she ran faultlessly over the 90 miles covered those two days, it threw it down all weekend and we got soaked having no roof! Well 2015 was a busy year for Tilly, she covered just over 1500 miles in total, touring Oxfordshire, Cumbria and Norfolk as well as lots of local runs and events and the icing on the cake was that all I had to do to her was change the oil half way through the summer.

Winter closed in and Laura's only two concerns with her model T adventures over the summer were that she wanted a roof and some brakes! (Model T's don't really have much in the way of brakes!) So I spent the winter fitting extra brakes and fabricating a roof with the help of a friend who is considerably better on a sewing

machine than me. Well the 2016 April run came around and we were ready for the rain! Laura had horse commitments that weekend so I took NBVTC club member Godfrey Cross with me for the ride out. Well the sun didn't stop shining all weekend and the roof stayed packed up in the shed (not a complaint!)

40 model T's of all different styles turned up on the Saturday morning at the Bell in Winslow. We were briefed beforehand, handed our directions and off we went. The route took us through Thame and up into the Chiltern Hills and through some lovely sleepy villages.

Tea and refreshment were provided by a local WI and we were taken to a local inventor's lair. This gentleman just creates whatever comes into his head. Some of his weird and wonderful creations included bicycles powered by small airplane engines and propellers, vintage car bodies made completely from woven wicker, strange watercraft that comprised of two canoes bolted together with an invalid carriage in the middle and a gramophone

with wine cooler added for entertainment that he uses for sailing up and down the Thames on the Henley regatta! But in my mind it's eccentrics like this that make Britain different from any other country and I love it!

We then wound through the country lanes to Shabbington to visit Phil Cherries collection of steam engines and vintage tackle. This was a very interesting collection which included two traction engines, two steam rollers, one portable steam engine, a couple of large open crank engines, several living vans, a couple of tractors and everything in between. We then headed back to Winslow and parked up ready for the Sunday run.

Sunday morning came and Godfrey was still smiling so his first model T adventure was proving enjoyable. Sandi and Roger and a few friends came to see us leave and the pressure was on slightly as I had planned Sunday morning's route for us all. We headed out through Akeley Wood, Lillingstone Lovell, Wicken and ended up at David Sansome's farm at Furtho, Cosgrove, where tea and cake was served. As the farm has a small church on it we had a church service using poems and songs written back in the twenties about the little old Ford model T. Now if church services were like this I would attend regularly! It caused a laugh and made a change.

We then headed back out through some more local villages and Neil Tuckett had managed to gain access across farm tracks, which took us off road from Adstock all the way to Winslow. This terrain suits the model T as it was designed for poor roads and soaks up the bumps with no fuss. By the time I had driven home again from Winslow Tilly had covered 152 miles over the two days with no problems and smiles all round. This year we have booked in to tour Shropshire, Cumbria again, North Yorkshire and then up to Edinburgh, so lots more T adventures to come.

T: Forty model T's all different style turned up for the road run

M: This model T pickup did not make the run but great to see

M: Jack rear & chock front for an easy morning start

B: Probably the oldest model T here was that of Neil Tuckett





The twice yearly vintage machinery jumble held at Earls Barton.



Local Events in the Area

Two local events that may be of interest to club members. Both events are held in Whites Nursery field at Earls Barton (NN6 0EP) just of the A45

The twice yearly vintage machinery jumble in aid of the Northampton Heritage Centre This is not a large event such as Patrick Edwards but seems to have a wide variety of stalls covering various interests and we have rarely failed to purchase something of use.

The autumn sale date will be published in the Magazine when released.

The second event at the same site is an evening classic car show covering all ages and types of car and some motorcycles. There is also the odd trade vendor. Size of the event varies between 350 and 1000 cars dependent on weather and time of year. As well as the good variety of vehicles this is one of those events where the food is well catered for. There is a very good Fish and Chip van, a pizza van with a stone oven and a proper espresso coffee van, during the summer months there is also ice cream available.

Meets are held on the first Wednesday of every month from April to September and start at 4 o'clock and go on till 9 o'clock.

Nuts

T: Richard Wray with his Dodge he brought to the CC show

M & B: Two very nice cars that also made the CC show were this Austin Healey and Aston Martin



Saleing with PG

by Peter Godwin

As with all out-door events, the weather plays a big part in the day. It was probably the coldest Cheffin's Cambridge sale I have ever been to: the cold wind was only dispelled by showers of rain. That said, it was a very interesting sale: over the years, the sale has developed; there is now a large display of motorbikes for sale, a selection of approximately thirty in the model-steam section (mostly half-scale and quarter-scale) but the main sale is still dominated by classic and vintage tractors and a large selection of implements and spare-parts.

There was only one full-size traction engine there this time, which is unusual as there is normally half a dozen. There was a very diverse display of vintage and classic tractors, which did not disappoint in quality and range. A sprinkling of imported (French) tractors to the usual French standard (absolutely worn out) was evident. One such model was a Ford-2000, which although completely hammered into the ground was ultra-rare because it has 'select-o-speed' (which is a ten speed automatic gearbox) which had some popularity in the early 60s but tended not to be fitted to the Ford-2000, which was a very basic and utilitarian tractor normally. After some spirited bidding, it finished up at £2300.

One of my personal favourites was a very early Fordson Major, completely unrestored, which had spent its working life as a railway shunter with large bumpers front and back



for pushing railway wagons about. A particularly nice unrestored tractor, which went on to make £2000. An absolutely pristine restored E-27N P6 which was a real credit to whoever had restored it with a mint paint-job made £12,000 and I would think that was pretty good value.

Moving on in years a 1968 Ford-Doe 5001 tractor, which was regarded as very rare as it was fitted with a six-cylinder Ford engine from new by the Ernest-Doe Company. After a very successful demonstration of the pre-production tractor, Ford banned Doe from ever creating any more of these tractors: and so as far as we know only five were ever made. This tractor, although unrestored, went on to make £18,000.

In a similar vein. A Roadless-80 was also sold as the next lot. This was a basic Ford-5000 with Roadless Four-Wheel-Drive, however it is the first known example of the Ford 5000 fitted with a turbo-charger: this brings it up from 65hp to 80hp. This tractor also attracted the wrath of Ford Motor Company because they said fitting a turbo to a naturally aspirated engine would invalidate the warranty on the engine and drive train and so only one was known to have been made. This tractor made a very respectable £20,000, reflecting its desirability to the collector of rare Fords.

Once again, Cheffin's did not fail to deliver on a vast array of tractors, which were of great interest to everybody. Their very slick operation, I think, puts them as the premier auctioneer of these sorts of items.

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