



JUNE 2019

VINTAGE TORQUE

PRESERVING THE PAST FOR FUTURE GENERATIONS

Stradsett Vintage Rally 2019



What a fantastic weekend, once again the weather was kind, could have been a bit warmer but at least it was dry so you can't ask for more than that.

The Rally gets bigger and better every year and this is all because of the hard work put in to the organisation, not only in the weeks on the run up to the show but for many months before hand, so I would like to give a huge thank you to the committee and volunteers for all their hard work.



As always there was so much to see and do with something for all ages it really is a fantastic day out and they raise so much money for local charities.

**Thank you all
for your hard work**
Jane Loveday, Editor

NVTEC-EA Road Run Raises £3,500 for the East Anglian Air Ambulance



On Sunday the 7th April, the National Vintage Tractor and Engine Club held their annual Road Run in aid of the East Anglian Air Ambulance. This wouldn't be possible without the help from our stewards Richard Perry, Anola Copsey and Peter Thorpe who give up their time free of charge for this great cause. We also need a base to start and finish from and Bryan and Julie Beba kindly allow the free use of their premises

each year which is perfect for such an event with plenty of hard standing ground and a grass field to set off from, toilet facilities, a tea and coffee shed and homemade sausage rolls and cake for all which my wife Jayne kindly made. David Askew and Peter Thorpe organised the route and I must say they did a very good job again this year with some roads I had never been down. Gavin Chapman was first to arrive leaving Lakenheath at 6.30am some 32 miles away in his Mercedes but not taking as long as he thought arriving at 7.30am. This year was the best turn out I have experienced with a total of 49 tractors participating. Ken Bailey came all the way from Essex and one gentleman from Lincoln plus Michael Hart who wished he had got mud guards on by the end of the day. We left at 10.30am after a quick safety speech by Peter Thorpe and headed down many country lanes. Our first pit stop was at B, W Mack Machinery Ltd on Barroway drove, they are the main agents for CLAAS tractors, Baler's and Green Harvest equipment so this was quite fitting for a stop off and thanks to them for their help. We then continued on, heading towards the Chequer's pub at Wimbotsham in Downham Market where we were served a delicious Sunday lunch. By the time we had stopped for lunch, it had started to rain but the weather forecast implied it was only to be a shower, but when we left the pub, it was chucking it down! We made the decision to cut about 4 miles off the route but unfortunately, in the rush of things, I forgot to mention the detour to our Stewards and my best friend Richard Perry and his partner Anola who were stood waiting at their station that we had diverted for 45 minutes. I felt terrible and couldn't apologise enough, I'm sure it will be something we can laugh about for many years. Our final stop was at the new Marshland St James Village Hall, we were very well looked after with some tea, coffee and cake. Due to the weather, we took this time to thank all who had attended and announce the winner of who raised the most donations. This year it was Jim Smart who raised an incredible £745.00 so very well done to him. On arrival back at Bryans at 4.30pm, we presented Jim with a glass trophy sponsored by Supreme Windows Ltd. To raise such an exceptional amount of money is a great achievement. On behalf of the club, I thank you all for your support, dedication and donations, you all never cease to amaze me and I'm sure the EAAA will be extremely grateful for your participation and fundraising.

Thank you all.

Gordon Carson - NVTEC-EA



Summer in the Fens



One of the most significant steps in the mechanisation of the wheat harvest came with the introduction of the self tying binder.

Binders were invented in America as early as 1873 but the sheaves had to be hand tied on the machine. Early self tying binders used wire to tie the sheaves, the McCormick factory built 50,000 wire tying binders between 1877 and 1885 but the biggest breakthrough came in 1879 when the twine tying knotter was invented, these were used on British farms until the late 1950s.

The first Combine Harvesters were seen in Britain in 1926, farmers were fast to adopt the new machines and by 1941 there were 1000 in use, by 1950 there were 11000 at work in the UK.

Nothing in Norfolk marks British Summer time more than seeing combines in fields, the dust plumes that can be seen for miles away before you see the machine at work. This is a scene you would normally see on the American prairies but this amazing photo was taken on Nordelph Farm where the five John Deere Harvesters work closely together making short work of the large fields. This scene was set up as a publicity photo for John Deere and is currently being used in their sales brochures.



These five machines have just completed an 8000 acre wheat harvest between them they are harvesting in excess of 300 tonnes of wheat per hour.

Each machine has a 35 foot cut, the machines are running on rubber tracks not tyres to reduce soil compaction. These machines have a current replacement cost of £400,000 each (list price).

The Sandringham Cup 2019

An international chainsaw carving event with sixteen carvers from around the world was held over the Easter Weekend at the Sandringham Craft and Wood Festival.

Over the course of three days, these talented carvers were assigned a large piece of timber with which they produced large sculptures for the garden or conservatory, which are then auctioned at the event.

They use chainsaws only on full power to produce large outstanding competition pieces. Their amazing carvings are then finished by use of any power or hand tools, paints, oils and varnishes, using only timber supplied for the carving and no other fittings.



Golden Triangle Tour in India



In April 2018 my wife and I flew out of Heathrow to embark on a tour of India's Golden Triangle.

After landing in New Delhi & finding our way around the complexities of India's ATM's to get some cash we met with Ashwini, who was to be our driver throughout the tour. He drove us to our hotel in New Delhi on wide two lane roads, with not too much traffic, until we came to our first junction when we found ourselves in the fifth lane of a two way highway.

The next day was spent in Old Delhi, experiencing the sights, sounds and smells of the old town. The amount of traffic was unbelievable as was the number of Royal Enfield motorcycles, which are still manufactured in India.

Day 2 was spent driving from New Delhi to Agra to visit the Taj Mahal. The drive took five hours through countryside

One of the other problems on the motorway is that although they drive on the same side of the road as us and have the same rules of the road as us, nobody actually adheres to them. It is unnerving to say the least when you are doing 70mph on the motorway you meet a six axle articulated lorry loaded with as much freight as is possible to carry, on your side of the road in the outside lane, taking a short cut to the next junction. Apparently this is acceptable if you put on your head lights and lean on the air horns. We were both glad we had a driver, who told us of the four things that you need to drive in India.



- 1) A good horn
- 2) Good brakes
- 3) Good eyesight
- 4) Very Good Luck

The Taj Mahal was a fantastic place to visit and made up for all the hours in the car

getting there. On leaving Agra we then had a further seven hours to travel to Jaipur which was equally as exciting. However it was worth every minute to be able to ride into the Amber Palace on the back of an elephant. Then the

journey back to New Delhi came which was far from boring with all manner of transportation on India's congested highways.

The photos show the thrashing tackle. The local Mahindra dealership beside the motorway and others tractors and modes of "transport" we encountered.



which looked European from the inside of an air conditioned car, but not from the outside where temperatures were in the high 30C's. It was wheat harvesting time and although there was evidence of limited combine harvesters most of the wheat was cut & stood in sheaves in the fields. The sheaves were then thrashed by mobile units powered by 30HP Massey, Ford & Mahindra tractors. The photo is of two of these taken at a motorway truck stop. The thrashed grain is put in the field store and the straw and chaff is then carted away for the cattle. The amount of this piled into a 2 wheel trailer & sheeted up is phenomenal and when the small tractors start to bounce on the motorways they tend to jackknife and overturn spilling their contents across 3 or 4 lanes.



Gerald Allison

NVTEC-EA Visit Belmont Nurseries

On Sunday 28th April, the NVTEC-EA club joined together with the Brandon Camera Club for a visit to Belmont Nurseries at Terrington St Clement. This was organised by Ian Long and with kind permission of Mark Eves. We met at 10.30am on what was a fresh morning, Mark who has been involved with the nursery since 1997 and looks after the outside operation welcomed us and gave us a tour. We started by looking around some of their machinery and their main planter which is a New Holland Auto-Command T7185. This machine is fitted with a forklift on the front, a hopper on the top which can hold 2-3 boxes of bulbs loaded by the front forklift and then the planter to the rear. This machine would cost you today around £250,000 to buy, it is fitted with 6 screens to watch and GPS. The bulbs are planted between 2 layers of netting to help separate them from stone and rubbish etc. They farm some 550 acres, with 150 acres for flowers and bulbs and the rest for bulbs only.

Lifting takes place approximately the 1st week in June until the end of July, they are then stored and dried out. The cold store can be used to heat as well so the stored bulbs can be cooled, then warmed and cooled again to grow the bulbs artificially and they will then plant the bulbs back in the field in January, February and March. They can heat the glass houses during the day with their wood chip burner and solar power, but they also heat a 130,000-litre water tank to 95 degrees so they can use the hot water at night to warm the glass houses. They must maintain 4 different colours in order to service their orders of an average 100,000 flowers per day, but this can increase to 1,000,000 per day around times like Mother's Day.

Bulbs are planted in trays of 126 and put onto spikes to prevent from sitting in water. There are 3 main colours which are red, white and yellow. It was now around 11.30am and we were then taken to the packing shed in the height of the day, it was eye-opening to see the amount of staff working away sorting the flowers by hand and with the aid of a high-tech machine which sorts by photo camera, this is called Forona. The nursery employs over 60



staff members with half working in production and half in packing. The tour was very informative, and we thank

them for taking the time to speak to us and for allowing us to visit. It was nice to see the nursery in



the flesh and have an insight into what work goes into the operation. We left the site at around midday and travelled to East Winch where we could see all the tulips growing in the fields. Overall, it was a very good visit and thanks to all who came.

Gordon Carson - NVTEC-EA



**SAT 31st AUG &
SUN 1st SEPT 2019**



WORKING WEEKEND & PLOUGHING MATCH

Hall Farm, Fincham, PE33 9DQ

By kind permission of Hugh Mason



All proceeds raised to go to [Moth in a China Shop](#)
(Reg Charity No: 1164937)



Refreshments available all weekend

For entry forms and further information
contact the organiser:
David Mycock - 01366 500879 or
07977 337095



Vintage Tractor Road Run

In Aid of

East Anglian Air Ambulance

Charity No. 1083876



Sunday 30th June 2019

10:30am

Mona Farm Necton PE37 8JA

Entry £10.00 per tractor additional passengers £5.00

Food etc available at midway halt

Raffle & refreshments at start/finish

Tel. 01760 440085 / 07768192802 / 07979520466

1978 Mercedes 307D gets new lease of life Reg: XDO 288T - Nov 1978

This truck started life for H Melton and Sons who purchased it new for their garden centre at Cherry Farm, Walpole Highway. The garden centre was run by Tony and Daphne Jordan and that is where I went to work the Monday after leaving Marshland High School. I went there building garden furniture and pasted my driving test on 15th



April 1983 and was soon driving this truck for delivering and collecting fruit, veg, compost and garden furniture. Tony also hired me and the truck out to Nene Fruit and Veg from Walpole St Peter and I delivered onion rings, chopped and diced onions to places such as pork farms in Nottingham, Walkers crisps in Leicester, Walls in South London and occasionally down to Poole in Dorset and up to Gateshead. After the bypass opened the garden centre went downhill fast and closed shortly after. I went on the farm for a time but then started my own business in 1987 when I was 21. It wasn't long before I purchased the truck which I enjoyed driving so much from Tony to use for my own business. This truck always comes up in conversation because when my first son Jason was born I was in Peterborough picking up a new master cylinder and have never heard the end of it. When I started driving the truck it had only done 32,000 miles but when I purchased the truck in April 1988 it had done 67,000 miles and I was only the second owner, by the time I took it off the road in 2005 it had done 295,000 miles and needed restoration...again.

Back in 1992 I had a fire in my workshop destroying my Mercedes 310 panel van and burning out this old truck. We managed to pull it out on fire whilst the West Walton fire brigade doused it with water. Unfortunately, I didn't realise the windscreen had fallen onto the steering wheel and cut my middle finger severely, so I still can't straighten it to this day. I then completely restored the truck and it continued to work in both building businesses and my haulage business. It has now gone under an extensive restoration which has taken 12 years to complete.

Unfortunately, about 2 years before I took it off the road the engine went so we bought a second hand one from a breakers yard to get us back on the road. The engine was out of a later truck so was a bit different as the engines in these were only fitted for two years. We stripped down the truck completely including removing the wiring loom, we then sand blasted it, got some new panels and done some welding then a complete respray. I had to buy a new engine to get the right one for that year but had the original 4 speed box reconditioned. The aluminium body was put back to a flat-bed as I had it fitted with sides and a tail gate some

years earlier. We then replaced the rotten floor with new hard wood half lap. With the new windscreen and 4 new tyres it was almost ready to go but we were missing just one part. The venture to control the revs of the engine. This was no longer available and wasn't required on the later engine either. After searching for over 2 years we found that the part was also fitted to the cars and amazingly that was available and away we went. I took it to J S Holmes for its MOT in September 2017 and was very pleased to get it back all ready to go. It made its debut at our Stradsett Park Vintage Rally in May 2018 as its now 40 years old. The truck for me has cost more than it will ever probably be worth but its something to leave my children and their children which has a long history and a lot of memories for me.

Gordon Carson - NVTEC-EA



Exciting re-enactment groups:
Roman, Viking, Mediaeval,
Napoleonic, WWI & WWII -
lots of bangs & smoke!
Vintage Vehicles,
Archery,
Archaeology Finds & Pit,
Bog Roast (evening),
Burger Van, Bar,
Ice Cream Van,
Tea & Cake Tent,
Craft & Jewellery,
& lots more

Gates open at 10am
FREE entry & FREE parking
on the meadow

East Walton Living History Festival

Saturday 29th & Sunday 30th June 2019

Check our Facebook
page for updates

facebook
/eastwaltonnorfolk

We have been asked to put on a vintage display at the East Walton Living History Festival, so if you would like to join us please contact Gordon Carson on 01945 880091 / 07860 658767 or email me at stradsett@nvtec-ea.org.uk

The Bryan Beba Story by Gordon Carson



Bryan Beba was born on 9th September, 1939 at Gedney Marsh in Lincolnshire and was the only son to Ralph and Ross Beba. The Beba's generally lived in Gedney Marsh but Bryan's mother and father moved to Pear Tree Farm, Mill Road, Walpole Highway in Cambridgeshire about 1940. This is where Clive

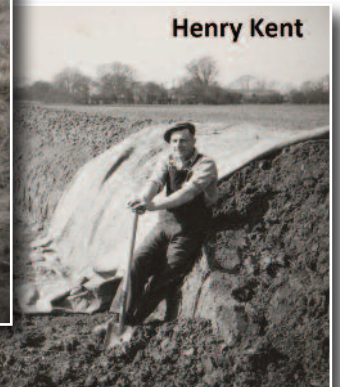
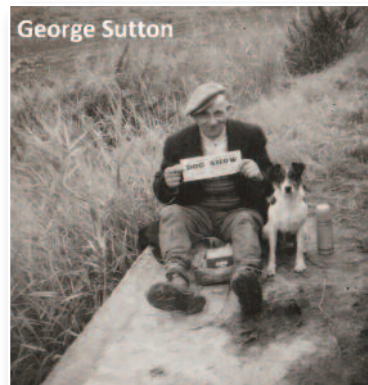
and Andrew Melton now live and farm and coincidentally where I worked in the early eighties and where my son Jason worked in 2013. Also Clive was born in the house I now live in at Fence Bank and milked their cows in what is now my showroom and office at Fence Bank, Walpole Highway. Bryan's dad owned a 1935 Farmall F12 petrol/TVO row crop tractor Registration no JE 1737 and serial no FS 37964. This was registered to him at Pear Tree farm in 1945, although unfortunately neither Bryan nor Peter Moules could remember this tractor being on the farm. However, the late Roy Pratt from Sutton St James acquired this tractor in the sixties and dry stored it where it remained until Bryan purchased it on 6 February 2010. Roy showed Bryan the log book a year or two before he passed away but would not sell him the tractor. Roy took a picture of his two sons standing by the F12 when he put it in the shed and we took one with them standing with it when we got it out of the shed. The tractor now forms part of Bryans Collection today at Terrington St John and is fitted with French & Heck Wheels and a cultivator built by Peter Small from Forfar. Bryan's dad Ralf had a horse man at pear tree farm call George Sutton and Bryan still has a great photo of him today. In the late fifty's Bryans parents had a new house built on their land in Terrington St John which is now Still Bryans home today. The family moved from Walpole Highway the short distance to their New Home in 1960. Bryan's parents kept greyhounds and were very well known in the dog racing world with their most famous greyhound being Highway Tim pictured with Bryans Dad Ralph on a Fordson Major at Pear Tree Farm. Highway Tim won many races for them. Highway Tim was so well known that he was kidnapped in July 1958 along with two other dogs, Highway Ben and Highway Sue. Their love for Greyhounds racing was so great that they had their own track at pear tree where they had an Austin seven converted with two gear boxes

which they used for the traps and a Morris Oxford van for taking the greyhounds to all the races. In 1950 Bryan went away to school in Wymondham near Norwich until he was 15 in 1954 when he returned home to work on the family farm at Terrington St John. Farming was hard at that time, Both financially and physically. Bryan's dad Ralf was at that time in partnership with his brother Fred and that's where Beba & Son name came from. Peter was very interested in farming and is pictured sitting on the wing of our John Deere Model B Row Crop in August 1949 cutting Broad Beans.

Peter was born exactly 31 years to the day before me, 16th September 1934 and can remember Bryan's dad Ralph and brother Fred going to Leveton, s at Spalding to collect the new John Deere Model B tractor in 1941. Peter started full time work for Beba & Sons on 3rd



January 1950 and his first job was twitching. Other than having to go to RAF Middle Wallop between Andover and Salisbury where he carried out his two years' national service as a cook he worked all his life for Beba & Sons until Bryan retired in 1998. The John Deere Model B worked on their 2 farms until the mid-80's doing jobs such as pulling a cart (as pictured), pulling a trailing plough, shallow ploughing (tilting) for germination just 2 – 3 inches deep, steerage hoeing on wheat and beans, covering potatoes using a Leverton's tool bar but the last few years of its working life it spent cutting peas with a Leverton's Torpedo set.



Beba & Sons had 2 new Fordson Super Dexter's on their farm at Walpole Highway in 1963 that was supplied by Cambridgeshire Motors. Both remain here today, one of which was still working until early 2014 cutting grass but has now been replaced with a Kubota and gracefully retired. The other was restored in 1998 after Bryan retired and we have shown it around the country. Both are fitted with Perkins 3-cylinder diesel engines. After the death of Bryans Mother & farther in the early 80's Bryan moved up and subsequently bought out his uncle Fred to take full ownership of Beba & Sons with both farms one at Gedney Marsh and the main farm at Terrington St John. Both Bryan and Peter went on a bus trip to the Ransoms Sims and Jeffrey's Ipswich combined factory on the 30th July 1966. Yes,



George Sutton with his horse Short

that was the day England won the world cup, clearly all those in the photo missed the match. The Beba's had a new Ransome Cavaier Combine



Henry Kent, Harry Darlow, Tony Kent & George Sutton



but Bryan tells me it wasn't a lot of good. Bryan married the love of his life Grace Plume on March 23rd 1963 and there first and only son Paul was born on 18th March

1964. Paul worked on the farm and at Walpole Highway but was also very interested in swimming and archery. Sadly, Paul was diagnosed with Multiple Sclerosis at just 18 and was in a wheelchair by the age of 21. Bryan put his all into his farm doing anything that Grace required of him to help with Paul. Grace devoted her life to looking after Paul until he sadly passed away in August 1999. That's when Bryan, Grace and I got heavily involved in the vintage tractor world. Bryan and Grace went on many trips with Peter and Jane Love (P & J Tours) travelling the world visiting shows and sales even purchasing three tractors in America and having them shipped home. I moved next door to Bryan on the 5th March 1983 and at that time I was working for Clive Melton and used to get loaned out to Bryan for the potato harvest. That's when I first got to know Bryan and Grace. After I left the farming industry in 1987 and went into building, I carried out many jobs for Bryan and Grace over the years and it was whilst I was repairing a water leak in the chicken shed where the 1941 Model B John Deere was stored and that's when I talked Bryan into getting it out and restoring it to its former glory. After the restoration we took it out for the first time to Walpole steam rally and won best tractor. We have never looked back and are now both very well known in the vintage tractor world. I do remember very well the first

time we went to Cheffins Vintage sale, not really knowing much then about vintage tractors then (well that's less than we do now believe it or not). We were a bit stunned when an old Ferguson Brown made £9500.00 we thought the man had lost his mind now we know it's just an illness and any one can catch. We have many fond memories of going to sales all over the country, very often for the weekend such as Wales, Dorset, Reading etc. Then once we had a new addition we loved learning all about them, finding brochures, literature, parts, learning how to start and drive them. We have all made many good friends and acquaintances along the way. Grace sadly fell ill in 2013 and passed away on the 5th December 2013. Grace is still sadly missed every day but things are starting to become easier to deal with and we got our first new addition to collection at the October 2014 Cheffins sale when we bought home James Coward's 1917 Moline universal model C 2-cylinder petrol / TVO tractor. This tractor is an original British import and very rare in Europe. Bryan's life has now changed forever but I do my best to keep him interested in old tractors.

Jim Kent on a Packman potato picker



Bryan then sadly lost his friend of over 60 years (Graham Scott) also to cancer. Whilst this was devastating for Bryan and Graham's wife Julie it did open up a new era for both of them. Bryan was going to be 75 on the 9th September so they went out for the day, and from that day they became inseparable. By the Newark show 2014 Bryan was introducing Julie to everybody and then at the Newark show 2015 they proudly announced their engagement, with the wedding being held on the 20th August 2016 at Bryan's house in Walpole Highway.

What started off as a small get together soon became the wedding of the year. Bryan and Julie arrived at the reception by helicopter from St John's church, no more than a mile away as the crow flies but it was really spectacular. My wife, Jayne had the role of best man, making all my family being a best man at some point, myself, both of my son's Jason & Andrew and now my wife this must be fairly unique.

The wedding celebrations was to be a two-day event with no tractors on Saturday but the Sunday would include the collection being open to view, bowls, crazy golf, go carting and Perfect Vintage Duo performing the marquee, along with a hog roast and even an ice cream van. We got only a few tractors out but for safety we only run the oldest for a bit of a demonstration. This is the 1916 Titan 10-20 pulling a rare 1880 sale reaper they both ran and looked great. Well that's about it I am sure you will all join me in wishing Bryan and Julie all the best for their life together.

Gordon Carson - NVTEC-EA

Pear Tree Farm



Vintage Horticultural & Garden Machinery Working Day

Held on Sunday 24th March 2019 in Stanfield, Norfolk

With the British weather on our side for the 10th annual working day we had the sun shining but it was still rather chilly but the ground conditions were perfect. We had a good turn out of exhibitors from far and near, they came in from many counties:- Suffolk, Cambridge, Essex, Sussex, Nottingham, Lincolnshire, and Northamptonshire. We Raised £1109.80 for the XLP research trust.

PAUL AND WENDY MACKELLOW From Sussex writes. It's our second time at this event, this year my wife Wendy and I took some electric garden machinery as a static display (photo 6). The event is well supported and machines both large and small could be seen either static or working, mostly with ploughs but some cultivation and harrowing was also taking place. From small rotavators through to the larger Trusty walk behinds and on to ride on machines from Wheelhorse, Bolens, Renault and some Japanese makes. Also present were a number of Ransomes MG crawlers and a good selection of the unusual David Brown 2D tractors. There was also a line of stationary engines and chainsaw wood carvers at work producing some amazing animals in wood. A long journey from Sussex up to the event for the day but well worth the effort. The event always supports a local charity and asks for donations from entrants, this year over £1000 was raised for the chosen charity which is a tremendous effort on the part of the organising team.



We had a fantastic turn out of both exhibitors and public with over 60 working horticultural machines and 15 Working Stationary engines, such a variety of machines both old and new. Covering a large variety of horticultural manufacturers, some more commonly seen such as Mayfields, Barford Atom, Trustys, BMB's, Anzani, Wheelhorse, Ransomes Mgs, Gutbrod, Bolens, Howard's, colwoods, along with some of the more unusual such as Colt David Brown 2D's, Garner light, Gunsmith, Goodwood, Uni Horse, and Mayfield Merlin.

We were proud to have 5 David Brown 2D tractors from Nevillie Websdales collection ploughing, cultivating, drilling and grass cutting with his latest purchase to his collection, a 2D with the mower attachment. (photo 1-5) The David Brown 2D entered production in 1956 and lasted until 1961. This was



a very small, lightweight tractor which featured a 2-cylinder 14 BHP air-cooled diesel engine which had been specially designed by David Brown's, and had a mid-mounted tool carrier which carried a range of implements.

There was a good selection of the BMB family, From the baby hoe mate to the Plowmate and 4 BMB president tractors, it is always nice to see more the one machine working with the different attachments made.

Each year we push to make it bigger and better. With the line up of stationary engines growing we like to increase the static display and small tillage machines in the future years.

We are very grateful for all the continuous support and help we receive for this event and would like to thank Ben Burgess for the kind sponsor throughout the past years and also R Duffield for the continued use of the field.

In the past we have supported and raised

money for the East Anglian Air Ambulance, Help for Heroes and Stanfield Defibrillator funds. This year we decided to raises money for a different charity, which is a more unknown and very close to home in the family from experiencing a loss of a young family member through X-linked lymphoproliferative syndrome (XLP).

David Hartley from XLP Research Trust says We're really grateful for the support we receive from families affected by this awful condition. XLP is a very rare condition but the impact on families is horrendous and we are committed to helping fund medical research into this 'silent killer'. Every penny raised goes into medical research into this condition, we have no employees and fund the running of the charity ourselves. We fund 'seed research' which means that the cost is relatively inexpensive (for medical research!) and then allows the institute to go on to larger sources of funding for the next stage. To date we have funded 'best science' research programs in Australia, France, Switzerland and the USA. As a result of this we are now very close to gene therapy for XLPI, a potentially safer alternative than a bone marrow transplant.

So we thought we would raise awareness of this silent killer and raise funds for medical research against this killer XLP We Raised £1049.80 for the XLP research trust

Date for your diary Next year will be on 22nd March 2020

Dear juniors I'm so sorry for not getting to Stradsett rally but health problems with family stopped me coming. Hope you all had a lovely time and hope to catch up with you all soon. Trying to sort a Christmas party for you all this year. Sounds a long time away talking about Christmas but believe me it's not when your planning something. **Debbie Curry**

CLUB CLOTHING: Contact Debbie 07745484026 • currydeborah2@gmail.com



HAPPY BIRTHDAY TO:
Benedict in May
Ollie and Ryan in June
Tommy, Logon, Macey and Hannah in July
Lilly in August



Hi everyone

As most of you may be aware, I have taken over the role of club membership Secretary from long standing Chris Hunt thanks go to Chris for all her hard work and I am looking forward to my new role.

While you are around the rallies this year please inform people about NVTEC and offer them to join. Whether they have vintage tractors, cars etc or just want to join as a club member.

Please let me know if any of our members have passed on, we like to send a card if we know. Also if you have any change in address or phone numbers so I can update them. If you are renewing or making a membership please remember to include a SAE.

To find a membership form look on the internet for NVTEC-East Anglia and follow the link emailmembership@nvtec-ea.org.uk

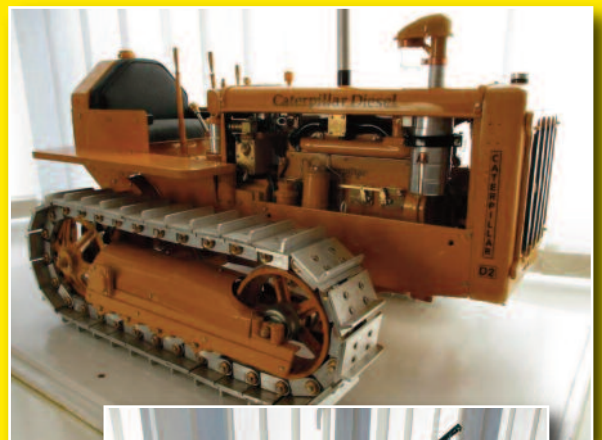
Wayne Mitchell

1/4 Scale Caterpillar D2 at Cheffins Auction

On Saturday 27th April this fantastic 1/4 Scale Caterpillar D2 went up for sale at Cheffins Auction. Another fantastic working model from Roger Townshend that is an accurate and detailed representation of the real thing that has taken over 2,000 hours to construct and entailed many hours of measurement on a D2 owned by Rogers friend. Constructed from copper, brass, aluminium and steel the Caterpillar is powered by a 24volt system, the hand throttle, clutch lever and steering controls all work as does the 3 speed gearbox with reverse. The clutches and brakes proved the trickiest part to get right and after various mechanical means proved unacceptable a mobility scooter parts were utilised resulting in a very fine drive system that works best on smooth ground as the magnetic brakes have limited torque. Each individual track plate has been hand made from aluminium, the fan blade rotates at engine speed and the small details such as fuel and hour meter are all in place. The toolbox contains a full complement of equipment including a pull cord for the donkey engine. Including a scale Caterpillar grease bucket along with a photographic record of the build and a transport box, the model measures 28 x 17 x 21ins tall and weighs in excess of 100lbs. A unique and visually stunning model of museum quality.

The winning bid was £12,500

The same model maker made a 1/4 scale Ransomes TS46C Multitrac 3 furrow plough built to complement the crawler and taking 500 hours to complete. The plough is of copper, brass, aluminium and steel construction and is fully working in all respects with lifting furrow wheel, land wheel and adjustable depth wheel. Dimensions are 48x19x22ins tall, a perfect addition to the Caterpillar D' or a model that comfortably stands on it's own merit. Presented with a transport box and a photo album of the build process. This was unsold at the auction.



Stradsett 2019 – What A Weekend! PART ONE THE SHOW



As we all know, the success of any rally depends on the weather. After months of dry weather, we were thinking that sooner or later it was all going to change, so when we were setting up on the Thursday before the show and it poured down with rain, it started to get a bit worrying. The Friday wasn't too bad, but the Saturday brought sunshine, hailstorms and very high winds blowing over fences, gazebos and bins. This set us behind more than usual as we had to make the decision not to put the pay gates and the rest of the road signs out until the Sunday morning for safety reasons. On top of this, we then had another 5mm of rain overnight to wake up to. I was out at 5.15am on the Sunday morning putting the road signs in place and it was very wet underfoot, but at least the sky was looking bright. My wife Jayne reassured me with four hours until opening it should dry up and she was right, by the time the paying public started to arrive all was good and we had a fantastic day. I know I probably say this every year, but all the exhibitors were spectacular. These dedicated exhibitors come from all over to support our show and basically help us raise money for our local charities. The furthest was Belgium but they come from all over England, Canterbury, Nottingham, Sheffield, Cheshire, Lincoln and the list goes on. This year was the biggest show since I have been in charge and it was also the easiest, although I did have my new Rally Organizer assistant Mr Jake Negus helping me all weekend. Again, this year the help was fantastic which really seemed to make the jobs easy, in fact it all kept going so well I kept thinking we had forgotten something. However, the setting out, the weekend and the clearing up went so well it was a credit to all the great volunteers who give their time each year and I thank them all. Wayne Mitchell oversaw the club stands which you all know I like and support well. This was the biggest display of club stands we have ever had and so we had to move some into a new position to give all the stands the space they needed. For the first time this year, we had a club stand of our own which Wayne was also in charge of and what a good job he did with the display, they all looked great and a real credit to all. Peter Love kindly judged the club stands for me and the winner was Sty Blyth with the old skool Superstox racing cars. The theme this year was single-cylinder tractors, ploughs and cultivations, we took along the Samson Sieve Grip built in 1917 and the Marshall M built in 1945. Both are single cylinders but there



was also a very good line up on Marshalls with my good friend A Dickinson Winning a trophy for the best steel wheeled tractor. All the section stewards did a fine job of getting a good variety of exhibits from Reg with all the tractors and Horticultural; Judy with all the steam, cars, commercials and motorcycles; David with the stationary engines many with working exhibits. Ted with the trade stands and what a job

that is, me and Jayne walked up and down the trade lines and when you see the amount of them you can appreciate how much organising goes into it. I look after the Ex-military vehicles, fairground, catering, Heavy horses, entertainment and pay-gate. Just manning the pay gates take a very willing team of 20 very good friends. One of them Jan Mitchell said to me on the next Saturday at our friend's wedding, thank you for a great weekend last weekend at Stradsett, this should have been me thanking her but that's how much they enjoy helping. Jan done at least 6 hours on the pay gates over the weekend and told me the only complaint they had was the weather we could do nothing about. Fred Rudd



and his family and friends looked after the camping with John and Janet Knight manning the exhibitor gate. Of course, all of this could not be possible

without Malcolm and Terry preparing the fields prior to us marking out, they must be harrowed and rolled each year. Everybody plays a very important part to make the show run smoothly. You then have all the stewards and helpers to get all these fine exhibits in and out the ring safety and of course Michael Curtis our safety officer making sure we are doing things how it should be done. Michael Hart and Allan Creasey stood all day and commented on all the different exhibit categories and they did a fantastic job (as always). The whole show is put on by a team of about 150 volunteers including 24 Air Cadets from the 42nd Air Training Corps and 25 Sea Cadets from Wisbech who worked very hard to look after both car parks. Alfred Bagge and his family attended both days and seemed to enjoy the show, his words were 'the Wall of Death was amazing!'. The park is a fantastic place to hold this event and I am proud to be a part of it all. The people we also need to thank are the partners and families of all the helpers who don't see a lot of them over the weekend, we call them The Vintage Widows. Thanks to my full team and of course my wife Jayne. Don't miss the 2020 show featuring Minneapolis-Moline and Eastern European Tractors.

Gordon Carson - NVTEC-EA



Another year, another hugely successful Stradsett rally. Thank you very much to all who had an input into the rally. It is a mega task to organise and co-ordinate and once again our Rally Organiser, Gordon did the Club proud. Thanks to the Bagge family for hosting this event again. The weather played an important part in our success despite it being chilly with blustery showers on the Saturday but Sunday dawned in our favour more. This year there were more club stands that enhanced the show and only by visiting them can you see the work that has gone into collating the exhibits. The trade stands were up to their usual mix of merchandise to catch the ladies' eyes and the food outlets catered for all tastes. The mini tractor pullers were having a whale of a time with many more new participants. Unfortunately this year pilfering has raised its ugly head and the loss of lynch pins and top links could make attached implements unsafe if not spotted.

Many thanks to all exhibitors because it is YOU that makes our show.

Many thanks to Neville Websdale for allowing the Club to visit his collection of machinery, particularly the crawlers which was very impressive. We hope that his charity fundraising event goes well.

Our Working Weekend takes place on Saturday 31 August and Sunday 1 September at Hall Farm, Fincham, good luck to David and helpers.

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 Aug)

COME AND VISIT OUR GARDENS

23rd June 10am to 5pm

We are open in the local opens gardens for charity all we ask is a small entry fee of £5 to get into 10 gardens around the village all marked with a big orange flower.

Our address is Bramley Cottage Barton Road Wisbech St Mary PE13 4RP.

We will have some of our toys out and would love to see you. **Jim & Mel Wakefield**

GUESTWICK TRACTOR RUN

Sunday 26th May

Meet at Station farm Guestwick at 10am by kind permission of Sir John White bt.

Contact Kevin Roye on 01362 684213 for details, Entry fee £11 for Tractor @ Driver, passengers £6.

Butties and drinks early on arrival, BBQ and refreshments on return. Break midway.

Please let Kevin know before the 20th May.

Relishes Gifts will also be there on the day & Raffle.

All in aid of Fakenham Parkinson's Support Group (258197) and The Big C (281731).

Summer Visit

Tuesday 11th June 2019

Factory tour starts at 10.30

NVTEC-EA Group have been invited to Tong Engineering to view their production of farm equipment.

A follow-on visit is being pursued but awaiting confirmation.

If not East Kirby is close by if you fancy a look around and see Lancaster Taxiing.

TONG ENGINEERING

ASHBY ROAD

SPILSBY

LINCOLNSHIRE PE23 5DW

Eastern Counties Vintage Show 30th & 31st March 2019

The Eastern Counties Vintage Show was held again this year by Roger Desborough and his team on the last weekend of March. The show has gone through some changes over the years, but we have always supported it. This year the tractor section had certainly reduced which was a shame to see. However, I took along our 1943 Allis Chalmers Model C Row Crop on steel wheels and rear road bands fitted. This is only the fourth show we have taken this to, this is a petrol/TVO and generally starts and runs very well, although it did let me down when I first got it off the lorry. I also took our 1957 Diesel



Major and was pleased when my sons came along with my little grandson Ezra wearing his new hoodie with the matching Major printed on it, I was happy to take a photograph of him.

Oliver and Austin West came down for the day on Saturday with their 1919 International 8-16 Junior. The pre-1930 shed was a bit thin on the ground as was the Allis Chalmers section but there was a fair display of Internationals and Fordsons. James Cowan pulled up in his new 1928 Rolls Royce looking and running very well having driven it all the way from Thorney near Peterborough. Mike Kendle was kindly showing me his 1904 Petrol single cylinder, two-seater little car. Anything that is pre-1905 and certificated automatically qualifies for the London to Brighton run each November. Cars pre-1919 qualify to be in the Veteran club and are known as Edwardian.

He tells me there is only 10 of the 6 HP voiturette's left and his is the only one with a windscreen and roof. This Car was an immediate successor to the 1900 Wolsesley designed by Herbert Austin which won a gold medal in the 1000-mile trial run by the RAC that year. It has an amazing little 1300cc engine which runs at 1000rpm, this would give it a 3-speed box about 27mph. In 1904 this would have cost you £175.00 but today would cost more like £75,000.00 upwards.

Outside, there was a good display of stationary engines with Ricky Hemp winning best engine with his Jaeger 25 1926 Petrol Engine. There was also plenty of ex-military, vintage and classic cars, none less than long standing club member Keith Gore with his 1973 Ford Escort 1300E, he purchased this new from Whittlesey Motors Ltd 36 years ago on 7th May 1973 and not only does he still own it but it has only done 32,000 miles. It has never been used in the winter and is stored in a dry garage with totally original bodywork. However, like most Ford Escorts, the front suspension mountings have been plated. Colin Lewis won Best Pre-1930 with his original 1923 French Austin BO-28 Petrol/TVO so very well done to him. Roger was not so good over the weekend so I am sure you will join me in wishing him a speedy recovery. The commercial lorry section dominated the weekend with over 175 attending. What a display and what a job for the judges, however they did manage to pick a winner, Mr Jamie Newton with his 1975 AEC Marshall. The weather was very good on both days and I had a very good weekend so thanks to all.

Tractor World at Malvern 2019

With the 2018 season still fresh in mind, we were soon loaded up and on our way to the Three Counties Showground in Malvern for the Tractor World show on Friday 22nd February. As usual we arrived about 1pm and soon got unloaded and set up on the club stand. We have been attending this show for many years and it has become a great social weekend away. This year, the Heider Model D 9-16 was 100 years old, so we thought it fitting to take it out. The Heider was advertised as the practical tractor for the small to medium sized farms and sold with or without the plough attached. The Heider is a four-cylinder petrol/TVO friction drive and the complete engine and radiator slides to change the tractors speed. It's a real treat to drive but no foot or hand brake, in fact no brakes at all. This tractor won us second place and that is now the third time on the trot that we have been awarded second place with three different tractors, fingers crossed for next year. Ricky Kemp also won Best Engine with a nicely restored Jaeger Model 25 S – 2hp petrol stationary engine which came off a cement mixer in the USA. Neville Websdale of East Anglia group won Best Crawler with this David Brown 1941 Diesel DB4 which was very well restored over the last 5 years. Stuart Bailey and his wife Julie brought along their very nice Fordson E27N, Stuart really looks after this tractor and even let Julie polish the brass work. Jim and Mel Wakefield really did our club proud this year with their Wheel Horse display. The work that goes into these shows is unbelievable. Jim and Mel had thought of everything, they brought along their original condition 1970's Wheel Horse Raiden 10 and their Nut & Bolt restoration 1960's Wheel Horse model 704. They also brought a stand, display boards, lights and a large assortment of plants to really brighten the club stand up. David and Dianne West travelled from Kent with their International Titan 10-20 4" scale working model. This 2-cylinder 2 speed and reverse petrol model has a battery and coil ignition. Thanks to all who supported our club stand and helped set up and take down, because of all the effort that everyone put in, we won best club stand. This was a real surprise as over the years I have seen many club stands grow, some of the displays now are stunning



and great to see. Taking one tractor, engine, etc. to a show is one thing, but when the club members come together to make a fantastic display, that's a whole new ball game for shows across the country. There are always some great tractors at the show, one being 100-year-old International Harvester Titan from the Harris Collection from The Forest of Dean. The Titan is a very interesting tractor to look at, to start and to drive. Another prize winner was a John Deere model 10-30LS built in 1979, it was shown with a Ransome plough and owned by Robert Ball. The tractor that beat us for first place was a very nicely restored Massey Harris Pacemaker, built in 1936 this petrol/TVO 4-cylinder tractor was fitted with a full set of pneumatic tyres. Fully restored to a very high standard, it looks great and a very worthy winner of first in category 1 and Best in Show, so a very well done to them. Just a reminder that all members are welcome on the club stands at any show. The Horticultural theme at Newark for 2019 will be Wheel Horse so I am sure Jim & Mel would appreciate your support. Thanks, must also go to Mark and all his staff for a great, enjoyable and safe weekend.