



VINTAGE TORQUE

PRESERVING THE PAST FOR FUTURE GENERATIONS



1919 Heider D 9-16 Goes to The Movies

In late June 2018 I was contacted by someone looking for a pre-1925 American tractor to be in a film. At the time they could not tell me anymore than the fact it was going to be a big film. I sent over the details of the pre-1925 American tractors we have which includes the 1916 Titan, 1917 Samson, 1917 MM, 1919 Austin, 1921 Junior, 1921 Wallis and of course the rare 1919 Heider D 9-16 friction drive which was chosen. After many emails and phone calls we arranged to take it down on Thursday 19th July 2018 ready for filming on Monday 23rd and Tuesday 24th. They then asked if I could be with the tractor and possibly drive it which didn't take much thinking about before I agreed to it. What an opportunity. Myself, Bryan and Julie travelled down on the Thursday with the Heider tractor arriving about 10.30am. We could not have been made more welcome. We were taken to see the set where we needed to be on the Monday then I had to have a costume fitting and make up which was quite an experience being dressed up as a 1920's American farmer. I had a great day which was made even better as we arrived home about 4.30pm and got a call from my eldest son Jason telling me I had become a grandad again to Macey Lauren Carson weighing 6lb 6oz. What an end to an amazing day.

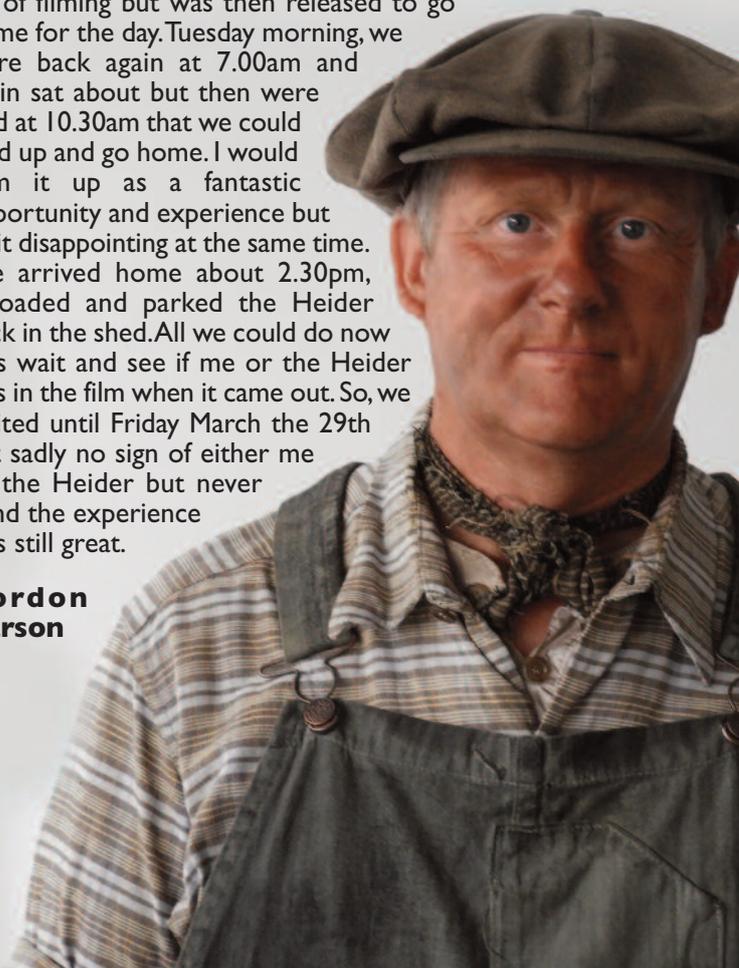
Saturday which he was fine with. Bryan and I travelled down on Sunday afternoon and stayed about 4 miles away from the studios as we had to be on set for 7.00am on Monday. We arrived at the gate roughly 6.45am and soon got the necessary paperwork done then off we went. I was a bit excited I have to say. It was an eye opener seeing the amount of people, equipment and food. They showed us where the catering vans were as well as an air-conditioned unit for us to relax in. Next was make-up and costume which took about 2 hours and when we finished I looked completely different. The detail was incredible, including a cut on my hand that was so realistic. Unfortunately, it was a bit downhill from there as it was then a lot of sitting about and waiting which is something we both don't enjoy doing. It was so hot outside we ended up sitting in the air-conditioned unit just eating and drinking.

At about 2.00pm we were taken down to a different studio where I had to stand on a spot very still in a dark room whilst over 400 cameras took several photos of me. This allows them to use me at any time which is amazing. They did the same thing to the Heider tractor, so we didn't know if it is being used or not. We did get on set for an hour to watch a bit of filming but was then released to go home for the day. Tuesday morning, we were back again at 7.00am and again sat about but then were told at 10.30am that we could load up and go home. I would sum it up as a fantastic opportunity and experience but a bit disappointing at the same time. We arrived home about 2.30pm, unloaded and parked the Heider back in the shed. All we could do now was wait and see if me or the Heider was in the film when it came out. So, we waited until Friday March the 29th but sadly no sign of either me or the Heider but never mind the experience was still great.

Gordon Carson



That weekend, Saturday 21st and Sunday 22nd was the Weeting Steam Rally and I had booked in the two Molines. I didn't want to let them down, so I rang Mike and asked if we could just go on



Newark Horticultural Show

It doesn't seem like twelve months ago we were having the conversation as to what the theme for 2019 would be ie Wheelhorse garden tractors.

With the kind help from the Newark show team doing flyers again this year for us to take about on our rally travels we were able to advertise this nationwide starting at the Tractor show at Malvern in February.

As for ourselves we really lost the plot this year creating a purpose built display stand for our fully restored 704 Wheel Horse including spot lights. After buying a Wheelhorse promotional leaflet we spied in there Wheelhorse bunting- now there's an idea. We begged and borrowed off cuts of lorry sheets in red and white, cut out 146 triangles (73 of each) and persuaded one of our customers to have them sewn onto cords for us. They looked good but not quite right something was missing - oh yes the Wheelhorse logo and name so off we went to our local sticker guy who obliged by printing us some. Then the job was sticking them on - Jim got that one.

What could we do next? Oh yes there was a light box in the shed originally Flymo but a good friend had the Flymo front, didn't he Paul. So yet another set of Wheelhorse decals Perspex bought and the light box put to rights.

Now to the serious bit. Big thanks have to go to the exhibitors that support our theme without them it would all have been for nothing as a display is only as good as the exhibits. All of them deserve great thanks as they all brought not just their garden tractors but display boards with Wheelhorse information on to make the display a whole not just a line of machines. They travelled from far and wide and its a shame that they all could not have got a medal. The embarrassing thing about the last statement is that as most of you will know we sponsor the themed horticultural display each year and this year we won our own shield with our Wheelhorse 800 that we use around our own garden - it just shows that you can never tell what the judges will like.

We ended up with 21 different machines covering the years from 1960's to 1980's, some the same model of machine



but all with differences.

We would personally like to thanks all the exhibitors for their support as

without them all the bits and pieces we do would be for nothing. Thanks to all we hope



you enjoyed the weekend with all the banter and laughs and hope to see you all again next year.

Next years theme has not yet been confirmed but we hope to have a slight change and do all finger bar mowers pedestrian and ride on (horticultural only)

P.S. Just an off beat note but we can proudly announce that we have been accepted to open our gardens in the National



Open Gardens scheme in 2020 the date will be 4th and 5th July postcode PE13 4RP.

Jim & Mel Wakefield

NVTEC-EA GROUP TO DISPLAY AT ESSEX HEAVY HORSE SHOW

We have been asked to put on a display of Stationary Engines at this years Essex Heavy Horse and Driving Show. If you would like to participate, please contact Gordon on 01945 880091 or 07860 655767 to request an entry form, or alternatively visit our 'out and about' page to download an entry form.

ESSEX SHIRE HORSE ASSOCIATION'S 33rd ANNUAL
ESSEX HEAVY HORSE & DRIVING SHOW
SUNDAY, 2 AUGUST 2020
Gates open 9.00am - 5.00pm

ADULTS £10.00 SENIOR CITIZENS £8.00
 CHILDREN UNDER 14 AND MEMBERS FREE

Heavy horses in-hand, turnout & ridden, light horses in harness, coaching marathon, classic cars, birds of prey, children's rides, craft & trade stands. Refreshments and FREE PARKING!

Barleylands, Billericay, Essex,
CM11 2UD essexshirehorseassociation.co.uk

Registered Charity No. 20294

Carrington Turns 60



On Sunday 26th and Monday 27th May 2019, The Carrington Steam and Heritage Show celebrated its 60th anniversary - what a credit to the show and team of organisers as that is a huge achievement. Some of you reading this will be able to think back to 1959 and how the world has changed since then let alone the farming industry. The rally has gone through many changes including site changes, yet still stood the test of time and what a show it was this year. The theme this year was 'Supplied in Lincolnshire', unfortunately I didn't realise that the Marshall M we have was built in Lincolnshire (not the brightest spark in the box). I knew it was built in Gainsborough but didn't realise that was in Lincolnshire, so I didn't bring it along with me.

However, this year, we had a bigger club stand than ever so decided to split the stand in two halves. One half for the theme of 'Supplied in Lincolnshire' and the other half to be a celebration of the Lincoln tractor trials held at South Carlton in Lincolnshire on September 24th, 1919. We used my 1991 Volvo FL617 to separate the two sections which worked well. We were very well supported and blessed with some great old tractors for the tractor trials section, all of course on steel wheels. We started off with our 1916 international Harvester Titan 10-20 which Matthew Hoy took great pride in taking around the ring for us. Then we had the Moline Universal tractor model C 1917 2-cylinder petrol TVO. Then after that the West family kindly brought us three tractors and boards with information on about each of the tractors that attended the 1919 Lincoln Tractor Trials. These received a lot of interest and I thank David for his help and support. The three tractors they brought were the 1919 English Austin Model R, 1919 Cletrac Model H Crawler and 1919 International Harvester 8-16 Junior. Ashley Kidd brought us his newly restored Irish model F Fordson and Mick Osbourn also brought his Fordson Model

F with his Ransomes, Sims & Jeffries Ltd two Furrow trailed ploughs from about 1916. Lastly in this section Mick Patrick kindly brought us his 1914 Mogul 12-25, what a lovely old machine. On the other side of the stand, was Mr Ewen Palmer from Ely with his Ford 1978 9700 and was in good original condition for something 40 years old. Then was the newlyweds Matthew and Cheryl Hoy with their International B414 still dressed up from their wedding and still looking great. Then we had our Massey Harris 33 straight petrol fitted with a full set of lights. Mick Patrick again supported this side with his 1913 Dart. Peter Kidd then brought his 1941 Fordson N



standard tractor with a Wilmot plough on the back. Terry Myhill could not bring his Marshall series I

tractor but did bring his nice Farmall Model A. Malcolm Bush showed off his 1942 John Deere E Stationary Engine. Neil Ayres filled in the middle with his nice Marshall MP6 built in 1957. Lastly on the stand was our 1941 John Deere model B, we last took this to Carrington in 2010 and won best John Deere in show so was very happy to win the same trophy again this year. The Wests also won a trophy for the best International, so we gained a trophy for each section of our stand.

We arrived on the Friday to bright sunshine and joked with Malcolm about seeing dust on the ground, however in true Carrington style we awoke on the Sunday morning to rain and wind. So much so, the Bolddog FMX stunt display team despite putting on a great show did struggle to perform with the cross winds. On the Saturday evening there was quite a do put on in a special marquee with food, brass band, magicians, comedians and the grand finale was The Wurzels to celebrate their 60th anniversary.

The club stands were a big part of the show with more people joining in each year and the stand displays seem to be getting better and better! I think we need to up our game. As I walked around I came across a lovely old fire engine and to my surprise it had a Disney sign on it saying 'As Seen in Dumbo', I was very pleased for them and had a chat as we took the Heider down to be filmed for Dumbo but was not in the film. However, they did say they were down for two weeks filming with several other fire engines and was only in the film for about 20 seconds. Very well done to all involved, I know how much planning and organising is involved in those two days and I hope they done well at the gate.



Stradsett Park Vintage Rally 2019 – Part Two - The Exhibits

The 2019 Stradsett Rally is now a distant memory, but I wanted to give a mention to some fine exhibits that attended the show. Starting with the tractors, Mr Patrick kindly brought along his number 1394 McVickers 1908 tractor, what a rare little thing. Mick also brought another two very rare tractors, one being his 1916 Dart and 1917 Minneapolis drum drive known as 'the grey tractor', I am hoping he will bring it back for 2020 for our Minneapolis Moline theme. We took along the rare 1917 Samson 6-12 sieve grip single cylinder petrol tractor number 5911 and registration number BF5674. This has a 7 inch bore with a 9-inch stroke and only runs at 450 RPM. It only has one forward and reverse gear with a hand operated expending clutch. Mr Seeley brought along a very nice 1917 Saunderson Model G and a Howard No7 cultivator. Allan Sale was showing off his Fordson Model F built in 1924 and fitted with an Athens disc plough. Jim Smart and Peter Thorpe were enjoying parading the 1940 Catapillar D2 and a Leverton Cultivator. Neville Websdale is well known for David Brown tractors and he was displaying his 1941 David Brown D84 with a Ransomes Plough.

Still in the same era but moving on to tractors with tyres, Darren Tebbitt was on his 1941 John Deere model B and a John Deere No 48 Plough. Mr David Askew was looking proud on his 1943 Fordson E27N and plough. Moving up through the years and Reg Fletcher, our long-standing tractor steward was on his 1967 Massey Ferguson 135 and 3 furrow plough. Mr Gascoine's Farmall Cub and Finger Mower was built in 1945, still in its original condition and looking good. In the working area there was loads going on from Mr Hall Chain Sawing display, Mr Grimsay Stone Crusher, Mr Caley Rack Saw Bench with Timber Crane, James Coward with a Marshall Model M and Saw Bench but as always Mr Peter Caley with his Foster threshing set driven by his Massey Harris Diesel Tractor, what a superb display. The theme this year was Single Cylinders and what a great display reg put on as always.

Moving onto steam, we had a great line up as always from Mr Copeman's 1901 Marshall and the oldest steam engine on site was Mr George Venni with his 1886 Burrell Agricultural Engine. We also had a good display of miniature steam engines from Burrell, Foden, Ford, Garrett, etc.



The Motorcycles have always been a great display and get lots of attention from the public. This year was no different with a lovely variety of classic bikes. The cars also brought out some great looking machines, none less than Trevor Williams with his 1912 De Dion



Bouton which was a stunning looking car. We took along a 1927 Citroen B14 Roadster with a Dicky seat, 3 speed and 6-volt electric start.

In the engine lines we again had a record amount of entries. These are very dedicated people who attend rallies throughout the year working their engines, driving things like wood turning lathes, water pumps, bench drills, milking machines, sheep shearers, corn mills, lightening plant and much more.

In the commercial line up, again some fantastic old lorries and pick up trucks. Mr Roy Lipscomb was showing his 1913 International Harvester Auto Wagon which he spent two and a half years restoring and what a fantastic job he has done. My son Jason brought along his 1955 Chevrolet 3100 pick up truck displayed with his mates' hand-built tot rod on the back. We also had a fine line up of Land Rovers and Ex-Military vehicles with the majority being displayed by the Norfolk Military Vehicle Group who support our show year after year.

Ted Gray looks after the trade stands each year and I am not sure what I will do when he retires but for now, I believe we have one of the best displays and variety of stalls you will see at any show.

Wayne Mitchell oversaw the club stands and this year, our NVTEC-EA club put on a stand and was well supported by the West's family with their Cleatrac Crawler and International Junior. Wayne had his Case VAC on display and we also had the 1945 Marshall Model M fitted with light and a winch. There are so many great exhibits to write about each year and obviously with so many people supporting us, I just couldn't possibly mention everybody but I just want to thank all the exhibits for coming to the show, we really do appreciate each and every one of you. You can of course see all of the photos at www.nvtec.ea.org.uk.

The 2020 show is on Saturday 2nd and Sunday 3rd May and featuring Minneapolis Moline and Eastern European Tractors plus 75 years of Fordson E27N.

Thank you all.

Gordon Carson - NVTEC-EA

The Marsham Summer Show was held by Bob Park at his premises on Allison Street, Marsham, Norfolk on Saturday 10th and Sunday 11th August 2019. This year for the first time there were to be club stands and Bob asked if the NVTEC-EA group would put on a display, which of course we were happy to. Malcolm Bush has agreed to display his John Deere model collection so he got there first and Ted Gray kindly brought along his superb petrol can display. This turned out to be a great help as it gave us a marquee to use over the weekend. David and Diane West brought us the



Cletrac Crawler, which is a lovely little 1919 tractor that was well presented and ran very well. Matthew Hoy brought out his B414 International, still

looking good and my grandson Ezra absolutely loved sitting on it. I took along the 1933 Farmall F12 fully restored in 2005, this row crop tractor is a lovely little thing to drive even on the steel wheels. I also took along the 1954 Turner Yeoman of England Reg NEW 462 and was very surprised to win best exhibit in show so thanks to all the judges for that, I am very chuffed.



We had Blue Force on one side and Ford & Fordson on the other, then came the Ferguson club followed by Carrington Rally and as always, the club stand displays add something a bit different instead of just the standard lines of tractors. Bob of course had a fantastic display of all his Massey Harris tractors, combines, etc and what a display that made. The show had a good variety of cars, stalls, stationary engines, heavy horses, horticultural, commercials and entertainment.



On Sunday I got the chance to go over the road and have a look at the harvesting with John Chapman working his lovely old 1960 Massey Ferguson 780 special, combine; I was able to get close enough to get some nice photos and videos. In the same field George Carman was pulling his 1921 Massey Harris Binder with his John Deere row crop and doing a fine job. Sir John White put on a fine display of Case and Ferguson tractors and it was lovely to see a line of Marshall tractors. The motorcycles ranged from the year 1930 right up to 1991 and was a fantastic display with a good variety. In the stationary



pens there were some very nice engines from Amanco, Armstrong Siddeley, Bamford, Bolton and Paul, Fairbanks Morse, Lister,

Massey Harris, Petter, Ingeco, Four Oaks, Gardener, Hornsby, Fowler and the one I missed out on but would have really liked to have seen was Daniel Edwards 1924 Rock island plough company 1.5 hp open crank.

Bob always puts on a good do in the shed on the Saturday evening and this year was no exception with a very good carvery meal and very good entertainment. Despite the wind on Saturday, we had a great weekend so thanks to Bob and all for putting on this show. You can view all my photos from the weekend at www.nvtec-ea.org.uk.

Sun Shines on Woolpit Steam Rally 2019



Woolpit Steam Rally was held over the first weekend in June. The rally is lucky to have the use of the land and facilities kindly contributed by the owner R&P Baker. The Seeley brothers David and Gerald are the main force behind the show and work very hard to put this event on each year. Woolpit is quite selective on what they will allow at the show and that's not being disrespectful about the more modern exhibits, but they do strive to keep to the older and rarer machines. From their 2018 show, they gave an amazing £14,000 to charities so I wonder what the total amount for this year was raised for charities from all the hard work that goes into the rally that are supported so well by the fine exhibits and of course the paying public. The weather was fantastic, I was a bit envious really, but it did make it rather dusty to say the least, that's something we don't seem to suffer from at Stradsett. One nice little exhibit that caught my eye was Mr Culley's Centaur G2 built in 1932 and fitted with a Wallis grass mower. This twin cylinder T type was a 12-horsepower straight petrol but has been converted to also run on paraffin. The gears were one forward, one reverse with hand clutch. The tractor was known by Mr Culley for some 50 years as it once was part of the Norman Vince collection in Norfolk. I was privileged to get up close to a Cat D7 bulldozing some ground which I am sure will be part of future shows. This lovely old machine was purring away and sounded great. It was good to chat to a couple of our long-standing members like Mr and Mrs H Everett with their display of old petrol cans and old memorabilia they started collecting in 1976 but then about 8 years ago started collecting all their tins etc. They told me they wanted people to remember the past and bring back memories. I asked him what his favourite can was and he told me it would have to

be the Green Carless Carbus, this can had a picture of a light house on the side and said J E Protece which apparently says we will protect. Mr Everett informed me that Carless were the first company in England to sell petrol in 1894. It is just amazing what people collect and a credit to them. Another lovely old vehicle that caught my eye was Mr

Hammonds 1939 Austin K30 lorry, this is one of only two in the country and looked very nice. All in all, it was a very enjoyable weekend and thanks to all involved, please keep up the hard work.

Gordon Carson
NVTEC-EA



Sat 2nd & Sun 3rd May 2020
44th Stradsett Park
Vintage Rally
 - Steam Engines - Mini Tractor Pulling - Dogs Welcome -

A Great Day Out Supporting Local Charities
Adults £7.50 Under 16s Free 10am - 5pm Daily
2020 Theme: 100 Year Old Tractors, Minneapolis Moline, Eastern European Tractors

- Catering - Fairground - Ring Displays - Trade Stands -

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

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

Don't forget to bring out your MM, Fordson E27 N and any Eastern European tractors... we would love to see them

Woolpit Steam Rally 2019 - IHC 8-16 Junior Display



restoration and still missing some parts but in running order. This had a lovely little 9Tine drag. On the next line was Corrine Harris with his 1919 model in dark grey and Mr Seidel with another 1921 model and lastly Mr N Smith with a 1923 model although I thought they only built them until 1922, so must have



At the 2018 Woolpit Steam Rally, I had an idea to arrange a gathering of the International Junior 8-16 paraffin farm tractor, so I asked the Seeleys what they thought. They liked the idea and backed it by advertising and the display had its own list in the program and its own space to display all 13 tractors. I wrote to all I knew that had a Junior and with the help from word-of-mouth, the display turned out stunning, with probably the most Juniors in one place in the country which may not be repeated for many years if ever. The line -up started with a green 1918 from William Engelman fitted with a front wheel cockshutt riding plough attachment, William also brought us his Dark grey 1919 Model. Then came Mick Patricks 1918 with a Madison-Kip engine also in the light green. Mr Hammond has the ex-Paul Rackham 1919 Junior in the light grey as did Chris Leeder who could not be there due to ill health, so I wish him a speedy recovery and look forward to seeing him back on the rally fields. The West family brought along their 1919 winning tractor from Carrington in dark grey and red pin stripes. Alan Sale travelled 3½ hours with his 1919 dark grey model pulling a nice old Bamfords Ltd Swath Turner. This had been converted from horse drawn to being fitted with a very nice drawbar. Then came Mr Haylock with a slightly newer model A 1920 and this was in light grey. Next was myself and Bryan's fully restored 1921 model fitted with road bands and pulling a Bamlett trailed finger mower also fully restored. This tractor came from the late Bob Docherty collection and was in part of a four-month feature on International Tractors about power farming in 1976. Lastly, on the front line were the Seeley's 1920 model under

been one of the very last ones built. This one was a bit different as it had twin exhaust outlets at the side but no other major differences to the others. The International 8-16 Junior tractors were built from around 1918 to 1922 in the International Harvester Tractor Works, Chicago, Illinois, USA. They were only called Junior in England, in the USA they were just known as 8-16 or 8-16 Kerosene tractor. The 8-16 was built around the style of the International trucks of that era with the sloping bonnet and radiator behind the engine. Between 1918 and 1922 there was over 33,000 built and around 2,500 imported to the UK. The four-cylinder petrol/TVO engine would run at 1000 rpm with about 16 horsepower at the belt and 8 horsepower at the drawbar. They were fitted with a foot operated multi-disc 7 plate clutch with 3 forward gears and 1 reverse gear. This two-wheel drive tractor had a chain driven final drive. Back in 1921 this tractor would have cost around \$1150 US dollars which was £310.00 UK price. However, due to the price war with Ford Motor Company, International cut the price in February 1922 to \$670 dollars with a 2 Furrow plough thrown in, what a bargain! Well a very big thank you to all who support this great display, I am proud to have been part of this historic gathering.

Gordon Carson - NVTEC-EA

Secret Santa Raffle

At our December winter meeting we held a secret santa raffle where members brought a raffle prize wrapped up. All the proceeds made on the night were to be donated to the Children's ward at Kings Lynn Hospital.

Thank you to all involved we made a total of £160.00. After Christmas some of the committee members went to the Children's Ward at Kings Lynn Hospital and presented a cheque for £160.00 from NVTEC-EA group.

Wayne Mitchell



Starting Handle Club Summer Show 2019

We have been members of the Starting Handle Club now for many years and have always supported their summer show at Bob Park's, Marsham. It was sad to hear the club and Bob had some difference of opinions and the club decided to move the show to a separate date and venue from Bob's. I promised Bob I would support his show but felt as a member of the Starting Handle Club, I should also support their new show. This was to be held on Saturday 13th and Sunday 14th July at a new site in Felthorpe, Norwich. We arrived at the show about 1.30pm and it was



very easy to find with good access and a nice hard roadway. The site itself was a great size with a few hills to walk up and down. We had plenty of room to park up and was made very welcome by all. Although it was their 10th anniversary, it was the first show on the site, so it was probably a little difficult to know how to set it out. I spend hours each year trying to get the layout of Stradsett right and unfortunately you will never please everybody. Once through the pay gate, they had a large working demonstration area which was an excellent display and you can tell a lot of work had gone into it, but they did need a separate PA system despite all their hard work, you could not really hear the man with the loudspeaker. There was a good display of stationary engines along one side and across the bottom with some awning displays included. One engine that caught my eye was a 1917 Amanco Hireman serial no 134956 and this is what the information sheet said: Amanco engines were made by the Associated Manufacturing Company of Iowa in the USA. These engines were imported in large numbers between 1911 and 1930. The depression period made the importation uneconomic after 1930. In later years a few

engines were made in England under license. The Amanco name is peculiar to the UK engines only and is a contraction of the Associated Manufacturing Company's name. On the other side of the 'pond' these engines were known either by their full name or it was shortened to 'Associated'. Engine power outputs ranged from 1.5 horsepower to 18 horsepower although there were not many of the higher-powered units imported into the UK. Each of the engine types were identified by a name that described its power output, i.e. 1.5 hp was called Johnny Boy, 4 hp was a four-mule team and so on. The major attraction of these engines to buyers in the UK was the price, a 1 and three quare Chore Boy could be bought for £25.00 delivered. A comparable British engine such as the Ruston Hornsby would have cost in the region of £52.00. The engines are very simple and were designed such that even people who were not particularly mechanically savvy could carry out repairs. The design is based on engines from the very early 1900's with an economical and no-frills approach. They are however easy to start and very reliable. Another exhibit that caught my eye was a 1990 Barkas B1000 2 stroke petrol, 1 tonne pickup truck. This truck was from East Germany and built from 1962 and not changed until production ended in 1990, this truck is owned by Paul Howard. There was also a good display of



vintage and classic tractors, but the commercial side was a bit thin. Ted Grey brought along his petrol can display to add

to the other awning displays which were backed onto the trade stands. Over in the field were ploughing displays with a ploughing competition on the Sunday only. This had some nice old tractors and horticulture machines working. This area also hosted the mini tractor pulling boys who always put on a good display for the public. I really do hope that the Starting Handle Club can pull back together as this has the potential to be a very good show in the calendar but does need the support of everyone. We all know how hard it is to put on these events so we need to support them when we can. I am not sure how they did but the weather held out on both days, so hoping they had a reasonable number of visitors. All in all, not a bad weekend and thanks to all involved.



Gordon Carson
NVTEC-EA

NVTEC-EA Donate £15,386.00 to local charities at 2019 AGM presentation

The NVTEC-EA group held their AGM on Thursday 21st November 2019 at Ryston Park Golf Club. We were so proud to donate over £15,000 to great local charities from the clubs 2019 events. Each year you think we will have a job to top the previous year's amount, but the support is just fantastic, and I sincerely thank all involved from the exhibitor to the



helper all of which we could not do without. The money was raised and donated as follows;



1. £5,000.00 to the EAAA money raised from the Stradsett Park Vintage Rally held in May. Roy collected the cheque on behalf of the EAAA and gave a brief speech, the EAAA run two helicopters from Norwich at a cost of 13 million pounds per year. Mid 2020, they hope to increase their flying time by up to 22% to include night-time but of course the cost will increase.
2. £1,885.00 was raised for 'Moth in a China Shop' from the working weekend with kind permission from Mr Hugh Mason. Mr Mason collected the cheque and gave us a short speech; Mr Mason sadly lost his son back in 2014. Moth in a China Shop was set up in his memory to provide support in areas where sport and nutritional awareness is not well established.
3. £3,500.00 was donated to the EAAA which was the proceeds raised from our rather wet road run back in April 2019.
4. £1,000.00 was donated to five local charities; MAGPAS who fly 24 hours a day, 7 days a week. Kings Lynn Blood Bikes who transport blood from hospital to hospital. Norfolk Tapping House look after people with life limiting conditions at their premises and at people's homes in Norfolk. Lastly, were the Polio Group and Nelsons Journey.

Once again, a huge thanks to all involved in helping us raise this money for such great local charities. Please visit our website at www.NVTEC.EA.org.uk to see the photographs of the AGM presentation and for details of how to join our club or take part in our 2020 events.



Club Clothing

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

Catalogues will also be available to view at our



Hello Everyone

Firstly I would like to welcome all our new members who has joined this year and all those who have re joined. I will look forward in meeting you during the rally season.

Come and have a chat to myself at Stradsett Rally where I will be on the NVTEC-EA Club stand, the information tent will be on the club stand this year.

Onto membership matters if you have a change in Name, address, phone numbers, email address. Also if you have lost someone who has passed away. Please could you let me know.

You can get a membership form, from myself or online at NVTEC east Anglia and follow the link emailmembership@nvtec-ea.org.uk.

Wayne Mitchell -Membership Secretary.

HAPPY BIRTHDAY TO:

Kieran in February

Jacob, Reece and Alfie in April

Sophie and Albert in May

Thomas and Ollie in June





The Casterton Vintage working event was held over the weekend of 21st and 22nd September 2019. Whilst this is always a very prestige event, this year was to be very memorable and a must attend for many of us as it was to celebrate the Lincoln Tractor Trials 100th Anniversary. The Lincoln Tractor Trials were staged by the society of motor manufacturers and traders at South Carlton near Lincoln not too far from where we all were. During the First World War there was a growing demand on the farmers to produce more food, yet thousands of their heavy horses were commandeered by the army for pulling heavy war equipment. This in turn took away the farmers main source of power for their farms, at one point back in 1916 there was only 6 weeks of food supply left so the government was forced to act. They placed large orders with manufacturers both in the UK and in the USA for tractors and implements. This still created its problems as most tractors at that time were only powerful enough for light land leaving the heavy steam tackle to deal with the heavy land. With the war coming to an end it was time to take stock of what had been achieved so with this in mind the 1919 Lincoln Tractor Trials were arranged to provide the farmers with the chance to get a first look to see many different makes, models and size tractors in action. Just think back to how different things were in 1919 and the logistics of getting all the different makes and sizes of tractors to Lincoln from all over the country/world. You couldn't just send an articulated low loader with hydraulic ramps, air suspension, sleep cabs, etc. It would have to be some of the very early lorries which would not have carried much and would have done 25-30 mph and probably taken a man and a boy to drive if you know what I mean or of course steam.

Early this year at the Malvern show myself and David West sorted out how we were going to make some display boards to celebrate this event. David kindly gave me an information sheet on each tractor that was at the Trials, I laminated them all and sent them back to him who then fitted them to display boards which we then used at Stradsett, Carrington, Casterton and Newark and they got a lot of interest so thanks to David. I am not usually a big working weekend person but this year I did not want to miss out on it. William asked us to take along the 1917 Moline Model C 2-cylinder petrol-TVO tractor and we were very happy to oblige. This tractor was once part of the Wilkins Brothers collection which was brought by them from a local builder who has used it on his farm until he ceased production during the recession in the 1920's. This model C has done very little work during its life in Oxfordshire. James Coward from Thorney purchased the tractor in the mid 1980's and undertook the restoration from a dismantled condition and he decided to sell it in October 2014. The fantastic display of mainly 100 years old tractors was just amazing and a real treat to see, far too many to list but you can look through all my photographs and videos at www.nvtec-ea.org.uk on our 'Out and About' page.

It was a very interesting weekend with a lot going on, from threshing with a foster drum being driven by many different tractors over the weekend, a very nice Jones Invicta self-propelled baler built around 1951 owned by Mr Lawrence, Mr Knight was working his 1935 trailed International 22 combine being pulled by a very nice International T20 crawler owned by Mr Heading, Mr Turner was also pulling Mr Knights McCormick Deering binder with his lovely Wallis 20-30 and John Crowder was showing how to collect up bales of straw with his Catchpole Bale Elevator built in 1946 driven by his fully restored E27 N tractor. There was a fine display of implements of all makes with some very rare examples. In the vintage and veteran car/van line up were also some very nice examples and lovely looking vehicles.

The Wests were displaying their Wallis Junior which they purchased from the Staple-Hill museum back in 2006 and I found an old photo of it with Grace and my then 16-year-old son Jason standing with it. This 1916 tractor is undergoing a full restoration and I bet when it is finished it will be stunning.

I then moved down to the small but impressive stationary engine line up where I have had a few comments about there not being enough write ups about engines. I just need to clear up, I do not work for or have any influence with any magazine and not paid in anyway. I do what I do for the club and just for the vintage scene in general. Putting that aside, we do have quite a few



engines ourselves and have full admiration for all the engines exhibitors. They mainly have the advantage of camping in the shows with

their exhibits whereas us tractor boys could be a mile away, but they are also then tied to being there more whereas we don't so for and against. There were some nice examples on display with Mr Oglesby showing his Powell 3hp on a trolley, he salvaged from going around, this was driving a polishing wheel and had a homemade exhaust which looks really good made from an expansion vessel from a heating system. One very nice-looking engine was Mr D Allen's Benz and Spoole 4hp built in 1920, this engine was built in Trabic Morava, Czechoslovakia which is now the Czech Republic. Benz made about 7,000 engines from the early 1900's until the 1930's owned by Mr Dave Allen from King's Lynn this 4.5 hp engine number 1892 was straight petrol. William Engelman was working his recent purchase of his 1920 Crawley (self-contained) tractor fitted with a 3-furrow plough. It was good to see this out and working.

Saturday was a brilliant sunny day but Sunday we saw some rain for early morning and it was rather wet for loading up but what a weekend and I am proud to have been able to be a part of this 100-year celebration.

Diary Dates

Spring coach trip the, The Black County Museum on Wednesday 15th April 2020 leaving Bexwell at 700am sharp contact Gordon Carson on 07860 658767 for more information and to book your seats.

Thursford Gala day Sunday 5th April for an entry forms and more information Please contact Wayne Mitchell on 07825501296 or Danny Burlington on 07951466315.

Road Run Sunday 5th April 2020 starting from Walpole highway at 1030am prompt see web site for more details and an entry form or contact David Askew on 01945 430481.

The Stradsett Park Vintage Rally Saturday 2nd and Sunday 3rd May 2020 see web site for more details or to download an entry form.

Hockwold Country Show is on 31st May 2020, entry forms etc from Judy Webb 01366 728776, 07895 787076 judith_webb@btinternet.com

Working weekend Saturday 5th and Sunday 6th September 2020 see web site for more details or to download an entry form or contact David Mycock on 07977 337095.

Winter Meetings

March 19th, Martin Dickinson, Farming in China

NVTEC East Anglia Group Contact Details for Officers and Committee 2019

Mr H Howlett: Chairman

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

Mr G Carson: Publicity Officer & Rally Organizer

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

Mr D E Askew: Road run organiser

01945 430481 • 07748 287107 • susanjaneaskew@gmail.com

Mr D C Mycock: Working Weekend organizer and Engine steward

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

Miss A Bruce: Working Area

01366 500228 • 07856 787424 • anniebruce@outlook.com

Mrs J Carson: Treasurer

01945 880091 • jaynekarson@live.co.uk

Mr J Dowe: Working area

07843784714 • jackdowe3293@gmail.com

Mr W Mitchell: Membership secretary & Club Stand Steward

01480 391302 • 07825 501296 • waynemitchell1951@gmail.com

Mr M R Mycock: Assistant working weekend organiser

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

Mr D Burlingham: Commercial assistant

07951466315 • everett896@btinternet.com

Mr A Collison: Rally crowd barriers

Mr R Fletcher: Rally tractor steward/ horticultural

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

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

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

Mr A J Moulis: Field rally signs

01406 550412 • 07715 257158 • jonmoulis@aol.com

Mr M Tompsett: Exhibitors parking

01366 500667 • 07754 783928 • rockontomy@talktalk.net

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

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

Mr A Whiteman: Exhibitors parking

01945 430483 • mralancwhiteman@gmail.com

A picture of Malcolm Bush...

heading off on Rogers Coe's annual road run, at this point Malcolm was finding it very difficult to steer the tractor, operate the hand clutch and hold on to his umbrella, as the rain pelted down and his umbrella was torn inside out.



This year's Manor Farm, Grimston, Vintage Tractor Road Run will be on Sunday, June 21st, 2020

Tractors will be led away by organiser Roger Coe at 10.30am on Sunday, June 21st to first traverse the village and then strike into the country for their 22 mile journey via Sandringham. Bacon butties and coffee will be available before the start. Lunch for the drivers will again be kindly provided by Trevor and Kate Stebbings and taken on the picturesque green at Massingham. Tractors will return around mid-afternoon.

The run will be followed as per previous years by a family afternoon at Manor Farm with live band, hog roast, BBQ, beer tent and stalls.

Entry forms and details from Roger Coe on 07738 892141 or by email from Peter Coe at coepj@aol.com



Vintage Tractor Charity Road Run Sunday 5th April 2020

Based at Walpole Highway
10 am for 10.30am Start

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



For Entry and Sponsorship Forms Contact
David Askew 01945 430481
Gordon Carson 01945 880091
Or Download Them From
www.nvtec-ea.org.uk

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



Supporting Registered Charity 1083876



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)

Our Garden Year

As you all know from our announcement earlier in the year we open our gardens in the Wisbech St Mary village opens gardens in June.

Fitting in getting the garden ready in between rally weekends away is like juggling but we managed it and all looked good for Sunday 23rd June. As normal we put a selection of hand tools and machines out for people to look at and Dave Buttriss bought his Ransomes for us.

Help on the gate and car

parking is always important to us and we thank Dave for car parking and daughter Vicki for being on the gate giving us chance to talk to our visitors - what a surprise us talking!!

We had a great day with 267 visitors through the gate between 10am & 5pm. After clearing up we then had a bbq for friends and family who had helped us.

Next in line was the 'Wisbech in Bloom' competition judged in July - so not too much to do to get it in tip top condition. We entered into Large out of town garden, container, hanging basket and wildlife garden. Presentation evening is in September and as normal we went taking one of our customers with us who also enters her garden. Imagine our delight when we were awarded second in the out of town large garden, winner for our container, second in hanging basket and highly commended in the wildlife garden - a good evening we thought. However imagine our amazement when we were awarded with the silver spade



award which is given for the best overall garden in the competition. What an accolade!!!

During the village open gardens a few people asked if we entered in the National Garden Scheme but we had always thought it was not good enough but nothing ventured nothing gained. We contacted the local rep for the National Garden scheme and arranged for her to visit us to see if it was good enough.

When she arrived she said that one of the main criteria for being accepted was that the garden should be able to hold someones attention for at least 45 minutes - 2 1/2 hours later she left, so we met that criteria, saying that we had been accepted.

We will be open on the 4th & 5th July, 10am to 5pm. The entrance fee will be £5 a head money to go the National Garden scheme and light refreshments will be available. Put the date in your diary and have a ride out to see what we do in our spare time - it will be lovely to see you. Address is Bramley Cottage Barton Road Wisbech St Mary PE13 4RP.

Jim & Mel Wakefield

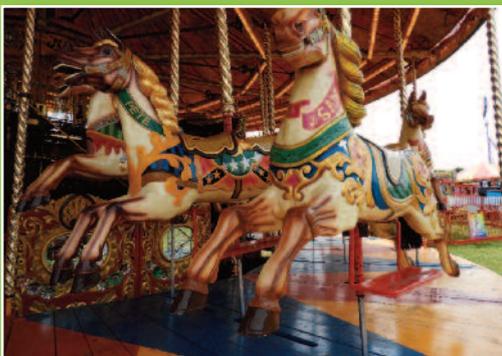
PS Help is always welcome



SAVAGES LTD OF KING'S LYNN

At Woolpit Steam Rally in early June there was an 1893 Savage 3 Abreast Gallopers carousel. This fairground ride is owned by Mr Mike Rule from Saffron Walden and this particular set of gallopers were built for Maggie Collings in 1883. This ride is powered by a Robert Tidman & Sons steam engine, who from Norwich, Norfolk. Fredrick Savage set up his own business in 1950 first in Tower Street King's Lynn and then moved to London Road making and repairing

agricultural implements. In the mid-nineteenth century brought the drainage of the Fens by steam power; this then quickly opened a new agricultural opportunity for Savage and he was quick to take advantage. Savages soon started to develop and build Hoes, Tumbrel Carts, threshing machines and Elevations etc. My son, daughter-in-law and my grandson Ezra had a ride on the Gallopers, but Ezra wasn't so keen. What a fantastic piece of engineering for 1893, still going strong and people are still getting enjoyment out of it over 125 years later.



Gordon Carson - NVTEC-EA