



JUNE 2020

VINTAGE TORQUE

PRESERVING THE PAST FOR FUTURE GENERATIONS

**NVTEC-EA
CLUB IS ON
FACEBOOK
NOW**

If any members have not looked at the Facebook group, go onto Facebook and type in NVTEC-EA and a group page will come up. You can join the group by just clicking on join group.

The aim is to post the up and coming NVTEC-EA events etc.

Feel free to put pictures of your tractors, stationary engines, bygones, classic /vintage cars, lorries, motorbikes etc on the group page.

We all would like to see your restoration projects, rally photos.

Each month we are going to run a competition to change the group cover picture.

David Mycock and Wayne Mitchell EA group.

John Deere B Still Winning After 16 Years



Back in 2002, I talked Bryan into restoring his John Deere Model B. The John Deere B was built between 1935-1952. This 2-cylinder tractor was started by petrol from its 1-gallon tank and once warm you then changed over to TVO from its 12-gallon tank. At the pulley was about 16 horsepower but at the drawbar this was reduced to about 12 horsepower. Bryan's 1941 2-cylinder tractor was supplied by H Levertons of Spalding, with a registration of JL 8019, serial number 107748 and engine number B184PON, its been in his family from new. In an old photo we have from its working days, Peter Moulis is sitting on the wing so in 2014 Peter came back to the farm where he worked for over 40 years to sit back on the tractor.

When we pulled it out of the shed, it looked a bit tired with a big cut in the bonnet. We soon got it going and this was my first experience of pulling over by means of a flywheel, still very impressive today as you cannot lose the handle and if it kicks it doesn't hit your wrist or your leg. We were a bit naive though, we never even had the magneto looked at but still, it started and ran very well. We stripped it down and completely restored the body work, wings, wheels, front grill and repaired the bonnet.

Bryan spent a lot of time on the bonnet, but it paid off and there was a section about 7" wide cut and lifted up to gain access but Bryan welded it up and filled, etc. But to this day, from the outside, you cannot see the work has been done. We only had to replace a few small parts and re-used the original tyres with lots of wear still today. This is a very reliable little



tractor and great and easy to drive. Our first outing was the Walpole Steam Rally where we won best in show, we were chuffed to bits. Then in 2010 we took it to Carrington where we won best John Deere in show and took it back in 2019 only to win the same trophy again very pleased.

Gordon Carson - NVTEC-EA

Vintage Horticultural & Garden Machinery Working Day

Held on Sunday 1st March 2020 in Stanfield, Norfolk



ISEKI TX1300F 1977, JAMIE SMITH

Saturday morning when the heavens opened we did think we would have to postpone it but the sunshine came out for us Saturday afternoon and lucky the field was ok and dry enough to plough. Over 45 people turned up to plough with a vast array of vintage machines from David Brown 2DS, Rolo Croftmaster to barford atoms and trustys. There was also a playpen for those with machines who didn't want to do a whole plot and get judged where they could just enjoy their machines. We also had over 10 stationary engine. Sadly though we had alot people unable to make it due to flooding in their area, so were down on machines that were booked in.



MASSEY FERGUSON 1215 & TOMLIN PLOUGH, HELEN SIMPSON



PETER DOLMAN ON HIS RENAULT V73 AND RANSOMES PLOUGH

We had lots of public come to have a look and help raise money for the east Anglian air ambulance. We had a raffle with some lovely prizes a burger bar, the woodcarvers Paul and Cam who support us every year also joined us with their amazing sculptures carved from wood , but something different this year for children young and old was Wycomb Pastures Mobile Petting Farm which went down very well with everyone. The weather was on our side with beautiful sunshine even if it was a little bit windy, but a brilliant day all round for the ploughmen and public.



COMPO (last of the summer wine) LEVELING OUT HIS START ON HIS JOHN DEERE 755



PAUL HOWARD ON HIS MASSEY FERGUSON 1020 1985

We had some wonderful machines turn up to plough Mayfields, Hondas, trusty's, BMB Plowmate, Rolo Croftmaster, David Brown 2DS and a large selection of compact tractors.



NIGEL POMFRET - BMB PLOWMATE STARTED OFF WELL

We had 6 classes and the results of them classes are:

Small walk behind

1st Philip Edge. 2nd Steven Hall. 3rd Ralph Burleigh.

Big walk behind

1st Martin Colchester. 2nd Philip Bland. 3rd Gavin Chapman.

Small ride on

1st Dave Buttriss. 2nd Terry Dewsbury. 3rd Steve Bailey.

Large ride on

1st Dick Gold. 2nd Peter Dolman. 3rd David Smith.

Ladies

We only had 1 lady ploughing we are looking for more.
1st Helen Simpson.

Best stationary engine

Sidney Banham.

We had a great Static Display area thanks to Robert Oakes and Paul and Wendy Mackellow. Which looked fantastic. Showing off the smaller machines such as mowers, tillers and push hoes.



THE ANIMAL LET LOOSE ON IAN THOMPSON'S JOHN DEERE L

The organisers



BMB PRESIDENT - ANDREW POMFRET

would like to thank everyone who was able to make it to our 11th horticultural day and

we hope you enjoyed your day as much as we did. We hope to see you again next year and hope to get some new vintage machines to come along and plough.

Another great year.

Already planning next year and we are really hoping to get more different vintage machines to our working day. If you have a rare or different machine please come along. The event will be roughly the same time next year.

Steven Hall

Large Ransomes Collection Under The Hammer



On Saturday 22nd June 2019, Barry Hawkins was in charge of selling one of the largest collections of Ransomes Crawlers and implements in the country. I thought Dave Buttriss had a big collection, but 87-year-old Norman Paget had certainly got a fantastic amount. I was unable to get to the sale on the day so called in on the Friday afternoon to take a look around. Norman is the father of my old friend Rita as we used to go around there many years ago when we were all keen roller skaters. I got to chat to Norman and Rita and Norman informed me that surprisingly he had only been collecting since 2000 when he bought his first MG6 Petrol/TVO, this was a 1958/9 No 9263 which came from Cooks only about 200 yards up the road who was going to skip it. Once he got that he got the bug and at one time had as many as 17 but gradually started selling them off. One was under some trees for over 10 years in Downham Market full of leaves and rubbish, 2 came from Long Sutton, both had worked in glass houses for over 20 years.

Norman has never taken any out, he has just enjoyed collecting and restoring them but thought at 87, it was time for others to have some enjoyment from them. He seemed ok about selling up and moving onto something easier like an old car. He has now got a 1905 Phoenix and brings this to Stradsett each year. He had a great range of implements from a nice set of disc harrows, a very rare trailed spring time cultivation although I wasn't there, Allan Whiteman was happy to bid for me on these and I shot over at dinner time to collect them to add to my grandson's MG2. There was also a good range of ploughs from TS30 ploughs, TS42 ploughs, mounted drags and potato moulders and many span parts etc. He was also selling his 1954/s Ferguson TE20

Petrol/TVO tractor, this tractor was only on its third owner from new. First owned by Mr Hubbard, then Mr Claxton and then Mr Paget all locally. Norman has owned it since 1988 and told me it had done very little work. It was sold with the original logbook and a new V5 registration number RPWV 407, this made a respectable £1,300. I first got involved with the Ransomes back in 1983 when I was just 14 years old. I bought an MG2 with a plough, set of disc harrows and a mounded drag



for £50.00. A year or so later I went to EXPO at the East of England Showground

in Peterborough with my friend John Burgess, when we got talking to a man about his crawler and he offered me £300.00 for the lot so I thought about it but then sadly took



it. When my first grandson Ezra came along in 2018, my good friend Malcolm Bush decided to sell his set just the same as what I had all those years ago, so I bought them for Ezra to grow up with and enjoy. The Ransomes MG2 single cylinder Petrol/TVO little crawlers were advertised as small but mighty. After some failed attempts to make a heavy gas tractor in 1903 and 1919, Ransomes hit pay day in 1936 with the tiny, tracked motor garden cultivator. The Ransomes M.G cultivator, later called the MG2, was powered by a 600cc air-cooled, single cylinder Sturmev Archer T engine. This engine

put out 6 horsepower, has a dry sump with a separate tank for the lubricating oil and cost just £135.00 in 1936. The MG2 was built from 1936 to 1948 with over 3,100 being sold in this time. These lovely little machines are still seen today at Manny Rally and working weekends around the country.

I think Norman had a good sale and was happy with the outcome, so I wish him well for the future.

Gordon Carson
NVTEC-EA



Corona Fest 5th April 2020

First ever and (hopefully) the last.



Great sunshine, good company (me & Mel), tea & biscuits and tractors to look at in lovely gardens. Keep well and stay safe.

Jim & Mel



Is it magic??

The other day I ran over a rabbit, at least I thought it was a rabbit, until I got out of the car and found it was a leveret, a young hare. I didn't know what to do - it was squashed too badly otherwise I would have brought it back so you could have juggled hare for Sunday lunch. Anyway, as I stood looking at it another car drew up and out got Bruce. He saw the dilemma I was in and said 'Don't worry. He went back to his car and returned with an aerosol can. He sprayed the squashed animal and lo and behold in a second or two it got up and dashed off as though nothing had happened. How wonderful I said that's really magic - whatever is it? Nothing special Bruce said only ordinary hair restorer!!

When I read it, it made me smile and thought it just might make others smile to in this difficult time.

Regards Jim & Mel Wakefield

COVID-19 CANCELS STRADSETT 2020

Well what ever can anyone say, after worrying for months about the amount of heavy rain we had together with the wettest February on record, named storms and severe floods. It was just starting to dry up nicely and despite putting off ordering all the last few bits needed for the great stewards to send out until the very last minute. I finally had to make the decision to get on with it and order them. Only days later the Coronavirus really started to take hold, Michel Curtis rang me on Friday night of the 13th March to talk about them Cancelling the Norwich show which was scheduled for the following weekend. I hold my hands up, I was being very optimistic. As our show was not for another 6 weeks, I was sure this would be all over by then, so I was holding off cancelling until the last minute. It was for two reasons really, firstly I was trying to keep us all some hope but like I emailed the committee, it has taken nearly a year to organize and a lot of money, where as we can cancel it in the matter of hours. Friday 20th March saw my new grandson Ace born but the amount of calls and emails concerning the rally really took the day up. When I left work on that Friday evening I was still adamant I wanted to hold off cancelling, however listening to the radio on the way home the news was they had announce the closure of all pubs, clubs, restaurants, etc from midnight that night. It made me realize that this had just become very serious. This was not just our village, town or City, this was the whole country following suite from a few others.

I realized that it doesn't really matter how much we value our rally it had become rather insignificant in the scheme of things. As soon as I got home, I rang Henry our chairman and we agreed to cancel. I immediately went back to work to email as many as I could to cancel. I then spent the evening and text as many as I could and then sent letters out as soon as possible. Let's hope by the time you all read this you are all safe and well and this Covid-19 is either gone or at least under control. So all we can do now is look forward to us all being well for our 2021 rally season. This will return back to the first May bank holiday Sunday 2nd and Monday 3rd May with exhibitors arriving from 9.00am Friday 30th April. We will be keeping our theme from 2020 IE Minneapolis Moline, Eastern European and E27N tractors. For all of you who had booked in for 2020 we thank you and hope you can join us for 2021. Let's hope 2021 brings us a better rally season and better time for us all. In the meantime, please all stay safe, well and keep smiling. On the upside we now all have a bit more time to get things ready for when we can all get back out to play. Now by the time I have written this its now the 2nd April and everywhere is so dry you wouldn't believe it, in fact we now need some rain. You couldn't write it.

All the very best to you all

Gordon Carson
NVTEC-EA

JCB Visit to Backhoe, Dumper, Front Loader and Fastracs Factory

On Monday 14th October 2019, myself, Ted Gray and Bob Whithers travelled the 125 miles from Norfolk to Rochester to meet up with Peter Love's other 47 visitors at the JCB factory. We had all been before but this time we were going to see the making and building of the range of dumper trucks with some now even having cabs on - the front loader range and the JCB Fastrac range. There is nothing I like more than a cup of tea and a biscuit, so this was very welcomed on our arrival.

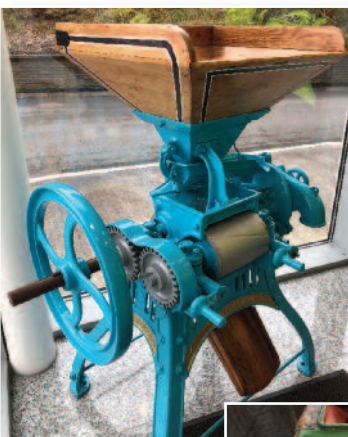


when they were to be released and then went and purchased 10, 1958 Lambretta LD12 Italian scooters with these specific number plates, and he then sold off the scooters to his staff who could pay weekly for them. Mr Bamford trained as a pilot but was never interested about flying, he only saw the potential it held for his business.



After the safety briefing, we started the tour around the museum 'The History of JCB'. On the ground floor

they have a nice grinding mill, (I have one just like this one) these fully mechanised the cereal crop grinding process for animal feed being driven by stationary engines or even a belt from a tractor. On display were two very nice Bamford's stations engines, one built in 1944 and the other in 1971 but it was difficult to see any real significant difference between the two considering there is nearly 30 years had passed by. As I am sure you are all aware, JCB stands for Joseph Cyril Bamford and all started back in 1945. What an achievement and what a contribution to the construction and farming industry JCB has made over the last 70 years or so.



The JCB 3.s 180-degree side shift Backhoe allowed the house builder to work hard up against a wall for the first time and thanks to its standardised hydraulics and three-in-one bucket, it could also dig perfectly square holes up to three metres deep. In 1958 Mr Bamford wanted to acquire some number plates for his fleet of vehicles JCB 1 -

JCB 10. However, this was long before the days of just going online to DVLA and buying one. Mr Bamford found out where and



After the factory tour we had a good lunch before boarding a coach to travel about 20 minutes to where they built the front

shovel wheel loaders and the JCB Fastrac. JCB have been manufacturing wheel loaders for over 50 years, every wheel loader they make from 2-tonne models to the giant 24-tonne models all share the same DNA.



JCB pride themselves on productivity and reliability. The Fastrac is a whole different ball game built on a chassis unlike most tractors this is their most high-tech machine and they only built 5 or 6 per day. We had a very enjoyable day and thanks to Peter Love for organising this day out.

Gordon Carson
NVTEC-EA

I haven't seen that new film "The Tractor" yet, but I've seen the trailer.

Newark 2019



The NVTEC-EA group / Stradsett Rally have been putting on a club stand display at the Newark Vintage Tractor & Heritage Show for over 10 years. The displays have gone from a small one or two tractor stands to some real impressive displays with several tractors and implements. Thanks to the support of our club members.

This year the theme was David Brown, Case and International. We like to go with the theme when we can so we took along the 1929 Case 12-20 Cross Motor on Steel Wheels, the 1937 Case R C (Row Crop) on Steel Wheels, the International 1929 10-20 on Pneumatic Wheels and the 1930/40's David Brown Thresherman which was restored back in 2008 from a very rough state, in fact we had to knock the end gable of a brick shed down to get it out. The front wings had to be remade and the rear had extensive repair work carried out. I also took an International Model M 1-5HP stationary engine for my grandson Ezra.

The West family from Canterbury brought their 1917 International Titan and then their International Titan 10-20 model tractor made by the late John Hanlow during the 1990's and now in full working order. They also kindly brought their Case Model L built in 1929 and in unrestored condition but mechanically fully restored and this won 'Best Pro-1930 Tractor'. Mr Graham Bacon supported us again with his display of blacksmiths tools and horseshoes dating back from the early 1900's. Sadly Wayne and Terry Mitchell were going to bring their Case VAS 1952 but Terry was rather poorly so they couldn't, so get well soon Terry. Fred Rudd brought along his Trusty Steed built in 1954 and Malcolm Bush was showing a Yanman 1601 built in 1978. Terry Myhill brought his nice 1943 Farmall A, this started and drove well.

We had someone new join us this year and that was Mr Ralph Thompson who brought a very rare Barr & Stroud



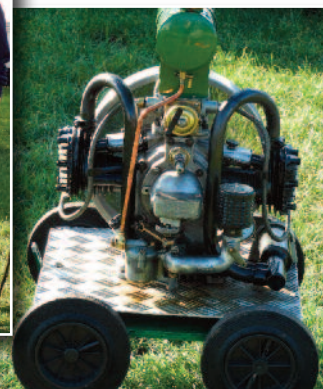
WBI built in 1918. Barr & Stroud were well known for producing optical equipment, whilst trade was in a low period, they extended the market manufacturing stationary engines. These were sleeve valve engines built under licence of the Burt McCollum patent. They were mainly built for powering telegraphy sets including use in the trenches during World War One. These engines are rarely seen on the rally fields and its not known just how many sets have survived but it is thought that the numbers are reasonably low. Lastly on the club stand was Stuart Bailey with his superbly restored Fordson Major E27N 1946 which was restored back in 2006.



Jim and Mel organized a very good display of wheel horse garden tractors and went on to win the trophy

so a very well-done Jim. Mr John Van Den Broeck came all the way from Belgium with his Roto Ette Home Garden built in 1946. This one was used until 1968. There were a very good display of stationary engines and horticultural machines.

The show seems to get better each year and it is one I really look forward to going to, despite not winning a prize I was thoroughly amazed at the



amount of people who came onto our club stand to look at our display on both days. This year there were more than 1,000 exhibits and many thousands of visitors. There is always a superb Remembrance Service on the Sunday morning.

The show also has many trade stalls and even includes a large remote-control area for model lorries etc. for the enthusiasts. 2020 will be the 18th show and we hope to again have a club stand there so any members wishing to join us, please do get in touch.

Gordon Carson - NVTEC-EA

34th Lincolnshire Steam and Vintage Rally

The Lincoln steam rally was held over the weekend of 17th and 18th August 2019. Despite the rain all day on Friday, the weekend was dry and sunny and being at a showground with the tarmac roadways, there were no problems. Every year at Stradsett we struggle with space for the stationary engines and I have lots of comments that people like to have their caravans with their engines which I can fully appreciate but as they have to be more spread out doing it this way, it doesn't make such a good display. But if you do want to see a good display of engines, then Lincoln is the place to go.

This year there was to be a tribute to the late John Woodhead, John Woodhead was one of the founding members of the Lincolnshire Oil Engine Club and had a lifelong interest in engines and machinery. Before he passed away, John managed to find new owners for a large part of his collection so some of the stationary engine exhibitors who had purchased his old engines decided to get together and put on a very nice display. Firstly, No. 1155 Mr J Baily from Lincoln with his 1921 Amanco 4HP, Mr P Gash from Sleaford with his 1922 Crossley PE 1060, Mr G Lawson from Horncastle with a 1919 Amanco and deep well pump, Mr D Porter from Gainsborough with his 1938 Ruston Hornsby 1 OPB 6HP driving a Bentalls Mill, Mr A Quincey from Boston with an early 1914 Crossley Hot Tube 8HP, Mr J Sykes from Barnetby with his 1931 Blackstone, Ivan and Dean Smith from Wisbech St Mary with a 1923 Fairbanks Morse 3HP and a 1935 Petter S Type 8HP. This was a very good display and what a tribute to Mr Woodhead, thanks to all who supported this in his memory

No. 1336 was Mr Stephen Watson, our good friend and editor of the Vaporizing Magazine who doesn't often get a mention, enjoyed displaying his 1942 Ruston Hornsby PB. Mr Andrew Waling from Wisbech had brought along his 1927 Foster Lord of the Isles. When new, this engine was used to pull bricks in the Midlands but by 1930 it was passed to the well-known Midland

amusement caterer Albert Holland and family where she spent the rest of her working life. I love to see the old coaches and this year didn't let me down, what a line up. The Commercial display is another area I love to look around and Lincoln brings out some great examples. There is also always a good variety of Horticultural exhibits there. When I was on the farm at Turves in the late 70's my main tractor was an international 674 which I loved driving, so it was nice to see a good example at the show owned by Mr S Sharp from Lincolnshire with his 1973 International 674 registration GAG 894. Mr C Ottowell from Derbyshire was showing his 1929 Austin V33 Vineyard on steel wheels, still looking good and running well. One that stood out was Mr Waddington's 1930 Latil Timber Tractor, this was a bit different but ran very well and looked good. It was good to see an old 1929 Hart Parr parading, these old machines are amazing and it seems unimaginable to think about working a machine like this all day in a field.



Mr Cooper was camped just over from me with his two very nice Fordsons E27Ns, both restored very well. David and Diane West brought their 1919 Cletrac Model H built by the Cleveland Tractor Company USA. I took along the series 3 Turner Yeoman of England, this fully restored 1954 tractor was built in Wolverhampton England and is fitted with a four-cylinder VEE diesel engine

running at 1500rpm and it produces 35-40 BHP. I also took along the 1929 Massey Harris Model 12-20, this is one of my favourite tractors, it has a four-cylinder petrol / paraffin engine no 1051996240 with a registration no BF 4089. It weighs only about 1 1/4 tonne and is fitted with steel wheels, hand clutch and crank start.

At Lincoln there is always plenty of camping space and Mr Graham Morley has been the tractor steward here for many years and always makes you feel welcome. If you want to see all the photographs, please go to www.nvtec-ea.org.uk. Thanks to all the show organisers for a great weekend.

Gordon Carson - NVTEC-EA



National Railway Museum York

On a wet weekend away in March we went to York where the riverside was flooded. We went to the National Railway Museum to get out of the rain.



The National Railway Museum is a museum in York forming part of the Science Museum Group. The museum tells the story of rail transport in Britain and its impact on society.

It is the home of the national collection of historically significant railway vehicles such as Mallard, Stirling Single, Duchess of Hamilton and a Japanese bullet train. In addition, the National Railway Museum holds a diverse collection of other objects from a household recipe book used in George Stephenson's house to film showing a "never stop railway" developed for the British Empire Exhibition. It has won many awards, including the European Museum of the Year Award in 2001.



The Mallard holds the world speed record for a steam locomotive. On 3rd July 1938. It achieved a top speed of 126mph.



From 1990 - 1994, this locomotive and muck truck helped to remove 4.3 million cubic metres of earth and rock during the construction of the channel tunnel.



The KF7 is the largest locomotive in the collection with a height of over 15 feet and one of the largest ever built in Britain.



The Eurostar holds the British rail speed record of 208mph and takes over 10 million passengers between London, Paris and Brussels each year.



The bullet train comes from the 0 series, the first generation of Shinkansen. It is the only one outside Japan.



This Post Office train is from the world's first driverless electric railway. From 1927 to 2003, upto 4 million letters a day travelled beneath London.



These locomotive were among the pioneers of diesel power on Britain's railways, they delivered 2,000 horsepower and were built as part of the 1955 modernisation.

Reg Fletcher - NVTEC-EA

Young Reader

During all the sadness of the Coronavirus in late March I was at home after having to close our business due to the virus. My son Andrew thought he would cheer me up, so he sent me a few pictures of my 2-year-old grandson Ezra reading the Spring edition of the Vaporizing Magazine.



This really put a smile on my face it was great. Andrew informed me he would not stop looking at it, even when they popped out in the car he wanted to take it with him. This was only a few days after our new grandson was born Ace Graham Carson, a right little ginger nut. I have nick named him (McVities). I haven't been able to hold him yet for the same reasons. Let's hope they all become Vintage Tractor enthusiasts. I am not Sure this would pass as home schooling though?

Gordon Carson - NVTEC-EA



HAPPY BIRTHDAY TO:

April: Jacob, Alfie and Reece

May: Albert and Sophie

June: Katie, Thomas and Ollie

July: Alex, Amy, Logon, Thomas, Tommy and Macey

August Lilly and Lucas



Hello Everyone

Hope you are all safe and well. I am sorry to say that the club has lost a few members, which have passed away with Covid19 or ill health. My condolences go to their families.

Membership details: If you have a change of address, phone numbers, email address please can you let me know so I can update your membership details.

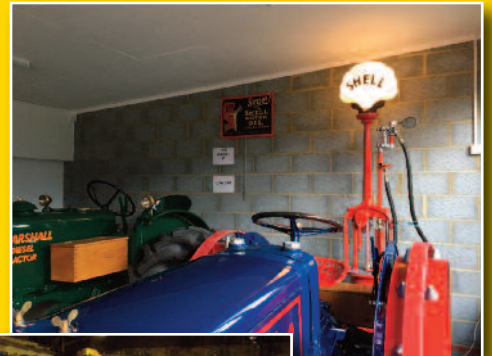
If you someone in your family has passed away please can you let know, so I can send a card.

For those who want a membership form you can either get one from myself or look online at NVTEC- East Anglia and follow the link emailmembership@nvtec-ea.org.uk.

Stay safe and well hope to see you soon.
Wayne Mitchell Membership Secretary.

Bryan still restoring at 80

On Monday 9th September 2019 Bryan Beba celebrated his 80th birthday. Bryan has been restoring tractors and many different things for the last 20 years since he retired and turning 80 hasn't stopped him. About 10 years ago we purchased a T8 "Fat Lady" petrol pump, at the time Bryan went right through it repairing anything that needed doing but he never got it painted. We



even went to Whitby to purchase an original glass shell top for it that was made by Chance Brothers, Smethwick.

In 1865, Charles Gilbert and John Barker formed a company to manufacture a 'gas machine' that vaporised petroleum distillates for lighting systems. Gilbert and Barker later manufactured oil burners for industrial furnaces and in 1910 the company added hand-operated gasoline pumps to its product line. This is a 1920's T8 petrol pump also known by its nickname 'Fat Lady'.

Bryan has now managed to get the pump all painted up and sign written, and it looks great. We have now fitted the pump into our new show room which is very fitting and in keeping. Bryan was convinced he wouldn't make it to 80 so congratulations Bryan, keep up the good work.

Gordon Carson - NVTEC-EA



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

OBITUARY: DENZIL MAYES



It was sad to hear on April 15th 2020 the sad passing of our dear friend and member Denzil aged 86. Denzil was a well

liked character around the rallies since 1974, he would always come with a few vegetables and give to us. Denzil would sit in the awning and Joan would make him a drink then he would go for a walk around then he would come back to our awning and have a sleep. Denzil, Newman and the late Dick Baily were all food friends and we called them the "Last of the Summer Wine."

I attended the funeral at Methwold Cemetery it was very nice with a few members and friends. Due to the current restrictions, Neil Ayres lead the way with his Field Marshall and John Allen followed with a Ferguson and trailer with Denzil onboard. There was a nice service at the grave side with Anita saying a few things about her dear friend Denzil. One thing he said to her was dieing can't be that bad because nobody has come back to complain which lead to a laugh.

A very nice service - Malcolm & Joan Bush

OBITUARY: DON RAYNER

Don was born 1st of March 1947 in the village of Outwell, as a young boy he played with friends in the tram yard on the carriages and trucks they spent many happy hours here even helping to unload and reload the trucks. They all used to put money on the railway line's so the trains could run over it and make the money flat, this is where the love of trains, lorries, cars and steam engines began. As Don grew up any pocket money, birthdays or at Christmas he would get a dinky toys or a train so over the years Don collected a number of items which for the future become handy because in the year 2000 Don started to attend tractor rallies where he would take his collection to show them for all to see, he loved to talk to people about the toys to remember the good old days. Don also showed his son's tractor. The story of the tractor began when Don's father purchased a David Brown 900 in the year 1968 the tractor was already 10 years old but was almost new, the tractor had an easy life on the farm it spent the next 30 years in the family before being packed in the shed and forgotten about until one day in the year 1999 Don's son said let's restor the tractor and go to rallies, so for the next year Don and Adam spent many hours in the shed stripping down the tractor from top to bottom and cleaning all the bits with toothbrushes and with the help of friends and family the 900 was ready for rallies in the year 2000. Don got himself a lorry and caravan and for the next 19 years he spent many weekend's travelling around different rallies with his wife Janet, son Adam and partner Kate and his grand children Grace and Harry. Don met many friends at the rallies he loved to stop and chat to all, he enjoyed life he will be sadly missed by all.



OBITUARY: EDWARD FRANCIS DEAR 1937-2020



Edward was known by a lot of people as Ted.

Ted sadly passed away on 9th April in Hinchbrook Hospital Huntingdon, he caught Coronavirus while he was in hospital.

I just would like to say a little bit about Ted, most of us know he loved his tractors whether he was at a rally or ploughing match. You never walked by Ted as he would always talk to you. On behalf of the club I would like to say our thoughts are with Ted's family.

Wayne Mitchell EA group



WORKING WEEKEND & PLOUGHING MATCH

**Saturday 5th and Sunday 6th
September 2020**

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)





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

Refreshments available all weekend




First and foremost I would like to offer my condolences both personally and on behalf of the Committee to Denzil Mayes wife and family on the sad loss of someone who was so well known on the tractor circuit. Denzil was a founding member of the club. He always used to turn up at the rallies in his tractor and his faithful dog in the passenger seat. May he rest in peace.

In this present climate it's difficult to imagine what will come in the future but for now we must all stay safe. We hope if the Government allows by September that we will be able to hold the Working Weekend and raise funds again for charitable organisations.

I wish you all well.

Henry Howlett

NVTEC East Anglia Group Contact Details for Officers and Committee 2020

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 • jaynecarson@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 • malcolmmymcock@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, Commercials & 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

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

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

Mr A Whiteman: Exhibitors parking

01945 430483 • mralancwhiteman@gmail.com

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)

DIARY DATES

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.

Harley Davidson XLCR Cafe Racer

Built between 1977-79 the XLCR Harley Davidson was their first attempt at breaking into the cafe racer market and was to remain the only time they tried for many years. The bike



sported triple disc breaks, bikini fairing, box swinging arm, solo seat and unique blacked-out siamese exhaust, all very out of character for Harley Davidson at the time.

It was initially rumoured that designer Willy G Davidson created it from the existing sportster as his personal vehicle. The XLCR still uses the famous V twin engine which, with very under-square dimensions of 81mm by 96.8mm displaces 997cc, this gave 68 bhp at 6200 rpm and approximately 60 foot pound of torque, all through a 4 speed transmission. Top speed was a claimed 115 miles per hour.

Unfortunately even with its radical design for Harley Davidson the XLCR was a complete sales flop, the long wheel base coupled with cruiser like steering geometry made it a very slow turner, the lethargic performance made it completely irrelevant to the street racer community of the time.

Things have now changed for the XLCR with only 3100 being produced over the 3 year production run it has now become one of the more desirable and collectable Harley Davidsons available. With examples rarely changing hands for under £12,000 pounds.

I had planned to bring one to show you at Stradsett this year, but unfortunately wasn't to be, stay safe and hope to see you there next year.

Shaun Loveday - Paradise Garage Motorcycles

Too much rain...



As we know this was a very wet autumn, this potato field is in Southery Fen and drainage machines had to be called in before the crop could be harvested, but the conditions were far too soft even for the specialist machine. This proved to be a major rescue operation involving a large digger and heavy duty tractor mounted winch.

Reg Fletcher - NVTEC-EA



Runners up at the Royal Norfolk Show

On Thursdays, my wife looks after our grandson, so we thought we would take him to the Royal Norfolk Show on Thursday 27th June. The weather was ok and we had no problems getting out. We first stopped off at the Ernest Doe stand where my best friend Richard Perry is sales manager so Ezra got to sit on a new tractor and vibrating roller. After showing Ezra all the lovely animals, we took him to see the vintage section. Mike Curtis and the new Starting Handle Club chairman had put on a great display from little ride on tractors for the children, a line up of David Brown, Ford & Fordsons, Marshall Massey Fergusons, Allis Chalmers, John Deere, International and Massey Harris. Tony Turp from Great Ashfield was very kind and let Ezra sit on his 1970 Massey Ferguson multi power diesel 135. This looked very nicely restored and credit to who looks after it. A tractor you don't see too many of was Laurence Bullen from Banham with his



1943 petrol
cockshutt
model 70
parked next
to a very
good-looking
Allis Chalmers
model B 1957,
owned by
L e w i s

Cullington which has been in their family since the 1970s but has only recently been restored. On the stand was a variety



of exhibits not just of tractors which was great to see. Another nice exhibit was James Cadet with his petrol built in 1955 this was a small utility motorcycle of the 1950s, the James Cadet is typical of many thousands of similar machines built by British manufacturers. The J5 model was introduced in 1953 and was short lived, being replaced by the J15 version with larger Villiers 150cc engine in 1955. James built their first motorcycle in 1902, financial problems in the years after World War Two led to a take-over by Associated Motorcycles (AMC) in 1951. From 1957 James motorcycles were identical to those from Francis-Barnett, another of the many brands. There was also a couple of lovely trucks, one belonging to Philip Wills from Snetterton a Morris LC built in 1948 and the other a petrol Dodge Surry built in 1935 owned by Christ Herridge from Finningham. Peter Clarke was supporting them with his 1974 Triumph Stag MK2. The stationary engine boy did not let them down with a great display; one nice looking engine that caught my eye was Sid Banham's Ruston Hornsby size 3 this was a 1937, 16hp petrol engine. Mrs Earl from North Walsham was displaying her Lister D 1.5hp petrol engine. This worked on an elevation for the Hicks family at Laceys farm Colby running a Leo 1 3/4 bore water pump. To finish their display off was a great variety of horticulture machines and for all this they were given the runner up trophy for second place on the stands so congratulations to them all - very well deserved.

THANK YOU - YOU MAKE BRITAIN GREAT



Gordon Carson - NVTEC-EA