



JUNE 2021

VINTAGE TORQUE

PRESERVING THE PAST FOR FUTURE GENERATIONS

Message from your Rally Organiser

Well everybody, what a strange 18 months we have all experienced. I really hope you have all pulled through and been using any spare lockdown time to do all the restoration jobs you just never seem to get around to doing.

We are certainly not out of the woods yet, but things are looking a bit brighter on the horizon. We have a few club events booked and all being well these should hopefully be going ahead safely.

Wednesday 28th July we have the coach trip to the Black Country Museum which I am really looking forward to. On the 14th and 15th August, we have the club stand at the Marsham show. On Sunday 22nd August, we are putting on a small display to support the Thursford Gala Day. and then our main event for this year is the Working Weekend on the 4th and 5th September. If Newark goes ahead we will have the club stand there so please join us.

So, with the prime minister's recent announcement, and a date for larger events to be able to go ahead in the near future, there is a light at the end of this tunnel and we can finally get these lovely old exhibits back out.

We are looking forward to welcoming you back and hope you will join us at the club events or even events that our club is supporting either way, I hope to catch up with you all very soon.

Gordon Carson - NVTEC-EA

CLUB STANDS



Over the past 10 years or so club stands and stands displayed by groups have really taken off. I started displays for the NVTEC-EA back in about 2008 just with whatever 2 tractors I had taken, a 3m x 3m gazebo and a few pictures. This seemed to really set a trend and now our club and clubs alike put on some stunning displays. I feel the advantage of this type of display is that you get a great variety of tractors, horticultural machinery, stationary engines, petrol cans, hand tools, cast iron seats, radio controls cars and lorries, and farm implements. When you display these all together with photographs of previous events, flyers, entry forms, etc., it generally makes for a great display. The next advantage is it allows all the members to get involved – it does not matter what you have, you can display it on the stand and be an important part of the display. You then get the bonus that the club stands are open to the public and they come onto the stand to look around with other members there, who are proudly happy to talk about their exhibit. In fact, at many events people can be, well I would not say queuing up but certainly very often there is more than one talking about the exhibits. I personally love it at the shows like Tractor World in late February, early March at Malvern and at the Newark Show in November. From about 9.30 a.m. there is normally someone to talk to about these lovely old exhibits. More recently the club stands have taken off at rallies such as Stradsett, Carrington and Marsham which I think

is great for the vintage world. Like everything, things must keep moving forward or they will fall behind. Due to this increase many shows have a trophy for the best club stand. However, back in 2013 Newark didn't but that didn't stop me and Matthew Hoy adding to the club stand with a fenced off display using Matthew's 1940's Case Dex Pulling a Ransome 7 tine Dauntless Cultivator and our 1933 Farmall F12 pulling a wooden 16 coulter horse drawn seed drill built in the early 1920's by J. Gibbs Manufacturers and Agent Bedford, Middlesex. We had mannequins, grass, peat and even planted maze behind the drill. It turned out better than we could have hoped for; the photographs that were taken that weekend were amazing and we were immensely proud. It mainly seems to be the same group that support the club stands but every club member is welcome. Jim and Mel have gone the extra mile on more than one occasion with some fantastic displays for us, you really have to do it, to appreciate the amount of work and forethought that goes into them. It is a real club thing and takes a lot of work from all and I thank all involved.

I would like to say thank you to Matthew Hoy, Jim and Mel Wakefield, David, Diane, Oliver and Austin West, Stuart Bailey, Malcolm Bush, Terry Myhill, Fred Rudd, Ricky Kemp, Wendy and Paul Mackellow, Kevin Bacon, Wayne, and Terry Mitchell and all that help with the NVTEC-EA club stands year after year.

Gordon Carson - NVTEC-EA

Cotswold Motoring Museum and Toy Collection



Back in October 2020, just before the second lockdown, we booked a two-night stay at Studley Castle which was very nice. Whilst we were in the area, we decided to visit the Cotswold Motoring Museum and Toy Collection and I must say, if you get the chance to go, it was good value for money although it would have been even more enjoyable if we didn't have to wear a mask. It wasn't a huge place but boy is it compacted with loads of great old things. There is something to interest the whole family from endless toys, old motorcycles, old cars, petrol pumps, equipment, and a large display of garage stores and blacksmith, etc.



There is even the original studio from Radio Caroline. Pirate Radio became hugely popular in the sixties and launched the careers of many well-known DJs such as Tony Blackburn, Emperor Rosko and Johnnie Walker. Radio Caroline did not have a radio licence, so the idea was to transmit from a ship in international waters safe from the authorities. The excitement surrounding the launch of the new station shook the broadcasting establishment and Radio Caroline went on to become the biggest commercial radio station in the world.

It was great to see a 1911 Alldays and Onions Victoria car. I knew they built tractors but never knew they built cars. The firm Alldays and Onions came about in 1885 when two

competing companies joined forces. This particular car was built in 2010 and registered the following year in 2011 and it is basically a 12/14 horsepower with a Victoria body. It has a four-cylinder engine and does not have a choke but does have filler cups, just as a lot of tractors when you loosen off and fill with petrol to prime/choke the engine. This would of course put petrol directly into the top of the pistons for cold starts. This old car has no dipstick, but the oil filter has a float to register the amount of oil in the sump. It is fitted with a four-speed gearbox with overdrive in top gear; the odd thing is that the acceleration pedal is located between the brake and clutch so just like the old tractor, probably a bit odd to drive.



All in all, it was a very interesting place to look around and hopefully by the time you all read this, lockdown will have lifted, and we will be getting back to the rallies.

Gordon Carson - NVTEC-EA



Restoring a 1927 Citroen B14 G Cammionette - part one

Back in the late 80's and early 90's I was a very keen roller skater at the Walpole Roller Drome. I was also a rink steward and DJ for many years. Jan and Chris who owned the rink became good friends so when a freak storm blew down part of the old building on Monday 26th February 1990 at 12:05pm I was the one who got the contract to both demolish the remaining building and build the new building that today is Skaters. Chris sadly passed away back in 2012 and his daughter Caroline contacted me to see if we would be interested in buying an old Citroen B14 truck that Chris owned. We soon had a deal and collected it on Saturday 22nd December 2012. Sadly, it was in bits as Chris had brought this from Tony Fairhead from Fincham who had purchased it from France in 1980s. Tony does upholstery and started taking the truck apart for a full restoration but sadly he turned very ill so he had to sell it. What we didn't know at this time was that the engine had gone off somewhere to be restored but sadly due to Tony being ill nobody knew where it was. We were very lucky and found a fully reconditioned engine and gearbox which believe it or not was only at Holbeach just 20 miles away. We really had no choice but to bring it home along with a chassis and 5 more wheels with new tyres. We set about sorting bits and trying to figure out what was what and more importantly, what went where.

Sadly, Grace then fell ill and passed away on 5th December 2013 so it just got left. We had a couple of goes on the chassis, axels, and engine but then more tractors and a Fordson lorry came along so again it just got left. Just before the first lockdown in March 2020 we decided to get it back out and get on with it. The chassis, springs and axels had been stripped down, cleaned and then undercoated and top coated in black ready to go. The engine and gearbox again had to have the same. One thing we were struggling with was new brake cables, but Speedy Cables sorted these for us. Some of the tin work had been remade but there was a lot to do to the old parts. Every bit was a challenge as we knew very little about old cars and we knew even less about a 1927 Citroen. Back in February 2017 Julie noticed a 1927 B14 Roadster for sale so we thought great, we could go and have a look and at very least get some photos so we can figure out where some bits go. We took the trailer and Julie took the cheque book and it came home with us on the day (very nice). This not only helped us know where some parts went but it inspired us to do more as we could now see what a beautiful little thing this was going to be. Probably an expensive pattern but well worth it. We had all the old tin work and cab sand blasted and they looked worse than ever.

We set about fitting them to the spare chassis we had but again they were a challenge. We had them on and off over the years, but it was hard to remember where and how they all fit, let alone where all the parts went. Nevertheless, they all came together in the end.



We decided to have the tinwork professionally painted as this was a truck not a tractor. This caused us much more grief and unnecessary expense as for all the tractors we have only ever used synthetic paint so all the

etch primer and filler primer we had put on, not thinking about the fact 2 pack will not go over synthetic. Synthetic will go over virtually anything but not much will go over synthetic. This now meant all the time and work we had put in was almost completely wasted as it all had to be taken back to the bare metal so we could start again.... gutted. We were hoping to get away with the radiator but I'm sure you all know you don't get away with a lot when restoring old vehicles. The radiator had to go away and be reconditioned with a new core. This now set us another challenge as there was no radiator cap. I purchased one from France which was listed as a B14 radiator cap but this was too small. After exhausting everything on the internet we decided the best option would be to have one made. I visited Mill Stainless in Wisbech and purchased a 300mm x 70mm piece of solid 303 stainless steel and took it to my good friend Richard Millard who soon sorted this out for us. He made us 3 so we had spare...sorted. The next job was to set about the lovely old wooden buck which had been repaired but still required many hours of work and new ash wood to make it look how it does now which is simply stunning. We sent off all the catches and had them chromed for that finishing touch. This is the original 1927 wooden buck, curved both vertically and horizontally. It's 93 years old and now looks like new, absolutely amazing. We are hoping to get a nice old style canvas sheet made to fit but even this is proving more difficult than you would think.

Part two to follow once it's finished.

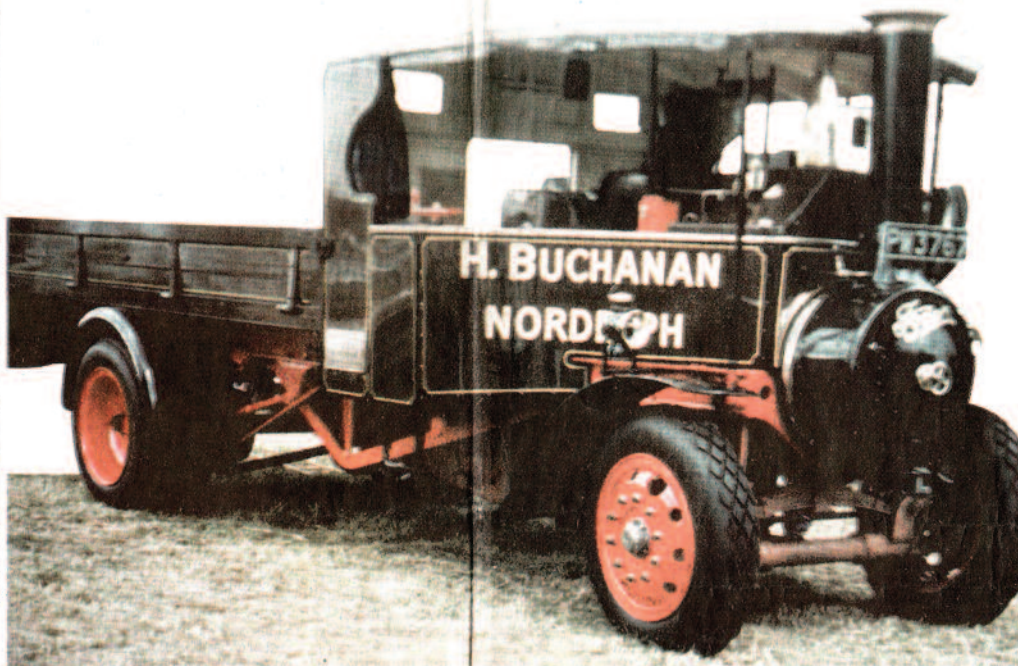
Gordon Carson NVTEC-EA committee

Motorisation of the Horse and Cart

FARMING ■ When agriculture was dependent on the horse, along came a new-fangled contraption



RIGHT: The wagon restored to its former glory.
ABOVE: Driver Charlie Ireland, right, with Jack Palmer by the wagon, after it was bought in 1924.



In September 1924 Mr Charles Alfred Ireland acting on behalf of his employer, Hector Buchanan who farmed 1700 acres around Nordelph including Chestnut farm, Woodhouse Farm, Millhouse Farm, Fen Farm and the Hundred Farm was to collect the Foden six ton C type steam wagon with matching trailer from Elmsworth Works, Sandbach, Cheshire.

This vehicle was at the cutting edge of technology, at a time when farming was principally dependent on the horse. For the next twenty two years driven by Mr Ireland and accompanied by his work mate Mr Jack Palmer, they transported crops from the fenland farms.

This period of time working at Nordelph didn't go completely without blemish as on July 12th 1938 whilst crossing Well Creek river on the bridge in the middle of the village its steering mechanism seized up sending careering into the river.

Mr Ireland climbed out through the cab side but his mate, Jack Palmer had to jump clear into the river before the wagon struck the water.

In 1946 the Buchanan estate was dispersed and the machinery including the Foden were to be sold in the farm sale.

At the sale the Foden and its trailer were knocked down to Mr Cox of Wimbotsham for £90. He only wanted the trailer, and sold the Wagon to Francisco Palmer of Hilgay.

The Foden Wagon sat in his scrapyard at West Dereham until 1955, when Harold Darby, a transport contractor of Sutton near Ely acquired it where it stood in his yard until bought by J H Fisher of Burghfield, Berkshire in 1964. He restored and rallied the wagon until selling it in 1971 to J C Leake of Muskogee, USA.

Following a transatlantic voyage it became a static exhibit in an Oklahoman Museum.

In 1987 the Wagon was acquired by Tom Monaghan of Michigan, owner of the Domino Pizza chain. In his ownership the Wagon was driven by Marvin Broadbrecker as it was rallied and presented at Restaurant Marketing events.

In 1992 the Foden was to be repatriated back to the UK by John Rogers of Northampton. In 1996 it was to visit the Stradsett Rally before later that year touring the village and Estate at Nordelph, accompanied by Mr Raymond Ireland the son of the late Mr Charles Ireland and still lives on the Estate at Nordelph where he worked all his life.



DISASTER: The wagon in the river at Nordelph after slipped in on July 12, 1938. Driver Charlie Ireland climbed out of the cab, but his mate, Jack Palmer, had to jump in the river.

Peter Thorpe

Deering Grain Binder comes to Norfolk

Cheffins Vintage Sale was held over the weekend of 24th October and the online sale continued into the next week. In the sale there was a tidy looking 1917 Deering grain Binder and for some reason I half fancied it. It was described as a 1917 Deering Binder by the Deering Company of Chicago, USA, the first binder to tie a knot. Found in a poor condition in a Cornish farm museum in the 1990s, extensively restored over 2 years. The canvas sails are original as are all the cast sprockets and chains. The central drive wheel has been rebuilt and can now provide the propulsion required to operate the unit. It was first exhibited at the 1997 West of England Steam Engine Rally. William Deering invented a Binder that successfully used twine and a knotter (invented in 1858 by John Appleby). Binders have a reel and a sickle bar just like a modern grain head for a combine harvester. The cut stems fall onto a canvas bed which conveys the cut stems to the binding mechanism. The mechanism bundles the stems of grain and ties the bundle with string to form a sheaf. Once tied, the sheaf is then discharged from the side of the binder. This would then be picked up and stood up in the field by stookers. Once the combine harvester took over this made both the threshing machines and of course the binder almost obsolete.

Whilst it was mostly complete and in a fairly tidy condition it was missing the back board and the small left side divider. I set about making a replacement divider to match as closely as possible to the ones I could find on the internet. This really wasn't too difficult, and I think it looks ok and will do the job needed. The back board was also a challenge; just to find two the same was virtually impossible. I contacted Stuart Gibbard who I thought might have



could find pictures of and hope for the best, I am sure somebody will put me right. Although they were in ok condition, the sails had been made from pine and stained which were ok but didn't satisfy me, so I replaced these in oak...much



better. In some photos the sails are bare wood, some are all painted, and some have only the slats painted so I chose to keep them all just oiled oak. The wooden pittman that drives the cutting blade was cracked and full of wood worm, so I had a replacement made and a spare one just in case. The footstep was missing so I had to make a new one of them again just to the best of my ability. The canvases were there but in poor condition. I had hoped to get away with these but not a chance I had to order the new canvas and I then fitted all the wood to them and finished them off. The draw bar was bent, split and again full of woodworm so I stripped all the bits off and got a new piece of ash. Whilst all the bits were off I gave them a coat of paint just to tidy them up. In order to be able to move it about I had to make a pallet to put it on with steel work so that it can be lifted from the end and that was a job in itself. I hope to display this at shows and get to try it out somewhere in 2021. I am hoping to fit an electric motor so I can display it running just like the one at the Canada Science & Technology Museum but I will see how that goes. It's a very interesting piece of history and hope people can enjoy this for many years to come.

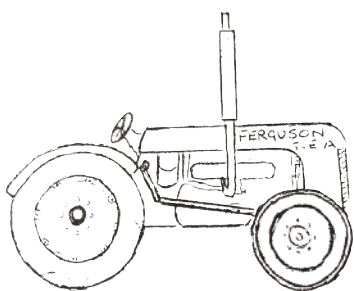
Gordon Carson - NVTEC-EA



some literature on these but no luck so far. Again, I just had to make it as close to what I

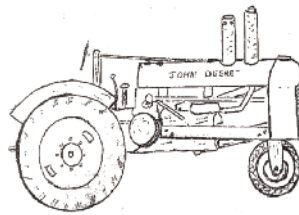
A Rally Story

It all started with a visit from my wife's sister and her husband, her husband and I looked through my shed and we thought that we would renovate some of the engines that I had collected over the years as I travelled around the farms the farmers very often given me these engines when I was replacing them with new ones. The old engines were not worth a lot of gold but such things were now being shown at rallies. As I brought them home they just had to go in the shed and I hoped to do them up when I retired. My brother-in-law wanted something to do, so we were to make a start and hoped to get them running again. Les worked two or three hours in the day and I joined him after work. We were soon to have two engines ready for showing and in fact by the time the rally came around we were to show three engines. This was the start of a long running mission, we had met, and we were getting to know other people with old engines and tractors at these rallies and at one such gathering it was decided we would hold a meeting to try and form some sort of local club, we were all very surprised as about 50 people turned up to the first meeting, and we began a committee and meeting organisers and we formed a vintage tractor and engine club. Later on in the week we advertised in local papers that this club would hold a meeting at Kings Lynn sail club room and anyone with ideas would be welcome. Many people turned up with new



ideas, so we set about organising our first rally, we were all very new to this and knew we were sure to make some mistakes, we were all aware that we would cater for the public but to what extent. As with other rallies that we have

been to, there would be food and drink tents, toilets and always the Red Cross. But what can we do different... when it was time for this rally we had six engines now running and one tractor which we turned up with on the rally field. Many of the members turned up with engines, some were painted up and some just as they were found, the question is whether to paint or not, personally I feel a good coat of paint is worthwhile, just make sure you get the correct colour and line out it as if it was on the original, but no restrictions have ever been put on this to say what is right and wrong. After this first rally we had lots to talk about just how well it had gone and how many mistakes we had made, it was established that we would need the whole 12 months to plan a rally and it was found that the public turned up in great numbers and needed to be catered for. It was not possible to attend all meetings so on the night that we didn't attend there was slides and talks to entertain the people that did find the time to get along. We were very glad that brother-in-law Les has enjoyed his rally as he was to become very ill and didn't get to see our next rally. With the family's help we attended several more rallies and the club had now grown to 250 members. The club has now

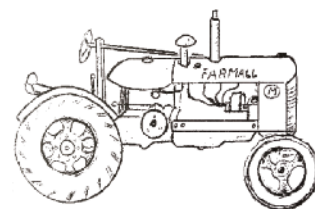


been made in a national club with groups all over the country the club is now to be known as East Anglian group of the NATIONAL VINTAGE TRACTOR AND ENGINE

CLUB soon after this name change at the next meeting we were decided that our club should hold a workday, this was really to let people see these old machines work, we have had as many as 30 tractors turn up for a work day is this amount of old tractor working in one field was a very impressive sight. Members with old machines came along and put on another very good show, these engines were driving all sorts of things, generators were lighting up all sorts of displays and many old barn machinery pieces were on show working, Chaff cutters, water pumps, grinders, root cutters, you name it and someone could turn up with one, even a mobile laundry driven by an old stationary engine came to most rallies. I was now vice chairman of the group and was to arrange most of the 10 work days that were held at Barton Bendish Farms. This had now been said to be the most look forward to event of the year and members from the National club would turn up from, Wales, Yorkshire and Kent to show off their skills using this old machinery now working again.

Members would run tractors on their own steam for many miles and this inturn will give the engines a good run before putting them to work, some of these tractors have been standing for several years and now they were all back at work again. We had lots of fun with our two tractors a 1938 John Deere and a 1948 IH Farmhall. This was now 1972 and the next tractor was just about ready for the road this would mean that our convoy to and from rallies will be three tractors, two trailers, one with eight stationary engines mounted on it, and one to transport the two plough. We took it in turns to stay the night, taking two hourly watch, this was found necessary because a few times, engines went missing and these engines were never seen again, the general opinion was that these machines went to scrap, as the old things were very solid and heavy they would fetch quite a sum as scrap. We had got to the stage where some 10 to 15 stalls used to turn up on the day and again they all paid a small fee to be on the field.

Once all the expenses have been cleared the remainder of the money is given to a charity of some kind, the scouts always get a small sum for the help given and the Queen Elizabeth Hospital at Kings Lynn has had help to get special equipment, we have also given quite a sum to the guide dogs for the blind at one time the club brought and had a dog trained already to handover to its owner, and this is when the members of the club feel all their hard work has been worthwhile.



P.T. Gore-Rowe

Black Country Museum Visit Wednesday 28th July

Hi all, I do hope you are all keeping very safe and well. Most of us will have now had at least one jab and many will have had their second. Whilst this is not a pass to do what we like; it is a bit more reassuring.

If all stays well and Boris lifts all restrictions on June 21st, I am looking forward to the coach trip to the Black Country Museum which is now booked for Wednesday 28th July, leaving Bexwell, Nr Downham Market at 7am.

There are still some seats left if anyone would like to join us, please give me a call on 01945 880091 or 07860 658767.

Gordon Carson - NVTEC-EA

WINTER MEETINGS

Thu 21st Oct 2021 • Thu 18th Nov 2021

Thu 16th Dec 2021 • Thu 20 Jan 2022

Thu 17th Feb 2022 • Thu 17th March 2022

held at the Ryston park golf club



WORKING WEEKEND & PLOUGHING MATCH

**Saturday 4th and Sunday 5th
September 2021**
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



JOHN DEERE,

I'm leaving you. In



*you don't know why,
it is because my cousin*



*told me that you were
messing around with*

ALLIS-CHALMERS

*I can't believe I
thought you were on the*

FARMALL

those times.

Thursford Gala Day Sunday 22nd August

The Thursford Collection is putting on a Gala Day on Sunday 11th July 2021 from 11am. The NVTEC-EA group are supporting this and taking the club stand along with members supporting with their exhibits.

If you would like to attend on the club stand, then please give me a call for a form on 01945 880091 or 07860 658767.

Gordon Carson - NVTEC-EA

Farm Contractor Peter Thorpe Russian Style

By 1971 Bernie Biggs was making quite a name with his Agricultural business of Bexwell Tractors selling Zetor Tractors with two and four wheel options at far less money than the likes of Ford, Massey Ferguson, Leyland and David Brown.

It was time for Bexwell Tractors to be looking into a stable mate for the now well established Zetor brand and yet again Mr Biggs was looking at tractors from the Eastern Block, this time it was to be the Belarus from Motokov Russia. As with the Zetor tractors Skoda cars were also part of Bexwell Tractors being sold from their garage at Hilgay. So with the importing of the Belarus Tractors came the Moskvitch cars and vans.

This was a time at the age of twenty that I thought it is time to carve a career for myself and repay the belief that certain people had in helping me through agricultural college. On a chance talking with Bernie Biggs he told me that he was giving up farm contracting as the tractor sales business was needing all his attention. What followed on from this was that I sold the last of the pigs that I had and bought a 70 Hp Belarus four wheel drive tractor this was believed to be the first to be sold in this country other than the demonstrator that Bexwell Tractors used.

This was July 1971 with Mr Biggs help in passing on some of his customers names I started sub soiling with a two legged Cooper subsoiler. Another piece of good fortune came my way when asked by local MAFF officer if I would contract sub soil behind Lincolnshire



Belarus Tractor & Injector



Moskvitch Van

drainage as they had many drainage jobs to do locally. At this time Farmers could get drainage grants and also grants for sub-soiling over the drains. This was a good workout for the Belarus and for several weeks that Autumn I with help from Duncan Russell, we were running the outfit twenty hours a day.

As Christmas was fast approaching I needed to think about work through the winter months of January and February, yet another chance meeting this time with Mr Tony Longmate of Longmate sprayers of Terrington St John led to five months work each year starting second week of January till end of May with the Belarus fitted to an Aquas ammonia soil injector applying nitrogen into grass, cereals, and brassicas.

My years work for the Belarus was made complete when asked by Lin-Can of Kings Lynn if I could supply a tractor and driver to pull one of their six pea viners. This provided work from last week of June for six weeks taking us into harvest and away we went again with subsoiling.

With this a van was a must to carry spares and servicing tools, and yes to make the whole outfit complete I bought a Moskvitch van. This 1500cc half ton work horse was ideal. With the Belarus Tractor and Moskvitch van we were Contractors Russian Style.

Peter Thorpe

This year's Manor Farm, Grimston, Vintage Tractor Road Run is planned to be on Sunday, July 4th, 2021

Restrictions permitting, we are intending to resume the Manor Farm, Grimston, Vintage Tractor Road Run on Sunday, July 4th. As before tractors will be led away by organiser Roger Coe at 10.30am to first traverse the village and then strike into the country for their 22-mile journey via Massingham and Sandringham. Tractors will return around mid-afternoon.

Other arrangements for the day will be determined closer to the time.

Entry forms and details from Roger Coe on 07739 892141 or by email from Peter Coe at coepj@aol.com

Tribute to Colin Russell

Tribute to Local Farmer, Contractor, NVTEC-EA Member and Restorer. Colin Russell



Colin was born in 1936, in Stow bridge, where he spent most of his life. His love of steam engines was inherited from his Grandfather George who had steam ploughs and threshing tackle. Working with his father Jack and Brother Derek, they carried on the family business. In 1980, he took over a farm in Barroway Drove where he continued contracting and farming with his sons David and Michael who still carry on the business today with their Sons. In his retirement, he renovated a Fordson Major tractor and a Foster threshing machine which he enjoyed showing at various rallies. After suffering from a stroke 3 years ago, he moved back to Stow bridge to live with his son, where he passed away peacefully on 18th April 2021.



The Threshing set restored and exhibited by Colin and good friend Peter Caley.



Funeral procession led by Colin's brother Derek on his restored Dexta and grandson Mattie with the Super Major restored by Colin.

ALWAYS FINDING SOMETHING INTERESTING

Whilst on holiday in Austria I saw an old shed not far from the hotel, as i could not see in the shed I walked round the back. I spotted this Lanz potato spinner and guttler which was made in Germany.

Malcolm Bush



ANY IDEA WHAT IT OFF?



I bought this in a job lot, It looks to good to scrap, does anyone have ideas on what it is off?
Any bright ideas would be welcome.

geoff.n@btopenworld.com

Thanks, Geoff Norman



Land Rover 110V8



I have always had a keen interest in military Land Rovers and when I moved to Norfolk in 1998 a conversation in the Kings Arms at Shouldham with local engineer Jonathan Horton lead to who I should be contacting to look after and do any repairs on my Land Rover, he said that I needed to go and see Ray Rodwell at Watlington, so I did, he was very knowledgeable and in one of our many meetings we got to talking about rallies and shows and we talked about the places in the south I have been, Ray told me of a local show held every May at Stradsett so I took my Land Rover there and I now go every year, it's a great show that marks the start of show season.

I currently have a 1990 Land Rover 110,V8 ex Royal Air Force vehicle painted in desert sand, armed with a 50 calibre machine-gun topmounted and a 7.62 machine-gun at the front. I re-kitted it after I bought it from a gentleman

in Fareham in Hampshire. When I got home, I looked into its history and found it started its military life at RAF Coltishall and after spending some time there was then ship to Afghanistan camp Bastian and for 3 to 4 months served with joint helicopter force which were attached to the air support main. It was probably used for detachment or exercise and used as a security or response vehicle within the main perimeter. It was then unusually returned to RAF Coltishall and later disposed of through British car auctions were the owner before me brought it from. With no shows to visit at the moment it is set up so I can use it on the road with a roof and the guns have been removed.

Graham McAdam

I would like to pay tribute to Ray Rodwell of Watlington to thank him for all his help in keeping my Land Rover going over the years, but most of all for his friendship.



ANYONE KNOW THE HISTORY OF THIS TRACTOR

Can anyone help... do you remember the early life of this Zetor 5711, Registration GCL 702N. It came to me with 5 tax discs, the first issued in Downham Market, the second Brandon, 3rd Downham Market, 4th Brandon and 5th Downham Market, it was then untaxed until I found it at stables in Friday Bridge. It has led a very sheltered life, only clocking 610 hours from new, still on its original Barnum tyres with 90% tread. At some point in its life it has been hand painted. If you know anything please email rhino1511@yahoo.co.uk or phone in the evenings on 01366 385407. Many Thanks Reg Fletcher.



We are getting ever closer to being able to meet up again, maybe cautiously, but with the hope that we can all start to resume our normal activities.

After speaking to Gordon recently it is our intention to hold a Committee meeting in the near future to sort out where we go from here.

The trip to the Black Country Museum is going ahead in late July and please contact Gordon if you are interested in this day out but did not book pre Covid. Also going ahead will be the Working Weekend in early September; this will be held on the fields that we have previously used i.e. Masons Farm at Fincham. We would like to see a good turnout to make money for their charity. Please contact David Mycock to let him know if you are interested in attending, 07977337095, landline 01366 500250. Also included in this event will be a raffle, prizes gratefully received. There will be the usual catering on site. If for any reason we are restricted by law to change such arrangements we hope and know participants will adhere to any alterations enforced upon us.

Henry Howlett

NVTEC East Anglia Group Contact Details for Officers and Committee 2020

Mr H Howlett: Chairman

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Mr D E Askew: Road run organiser

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Mr D C Mycock: Working Weekend organizer and Engine steward

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Miss A Bruce: Working Area

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Mrs J Carson: Treasurer

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Mr J Dowe: Working area

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Mr W Mitchell: Membership secretary & Club Stand Steward

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Mr M R Mycock: Assistant working weekend organiser

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Mr D Burlingham: Commercial assistant

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Mr R Fletcher: Rally tractor steward/ horticultural

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

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

Mr M Tompsett: Exhibitors parking

01366 500667 • 07754 783928 • rockontomy@talktalk.net

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

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Mr A Whiteman: Exhibitors parking

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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)

MEMBERSHIP MATTERS

Hi All



As 2021 is a mixed up year with covid 19 things are starting to look better a few rallies are going ahead.

Please tell your friends about the NVTEC and get them to join, it really is a good hobby to have and is very friendly, with lots going on.

To all those who have not been well we all be thinking of you. PLEASE let me know if any of our members have passed on, we like to sent a card if we know.

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

Wayne Mitchell Membership Secretary

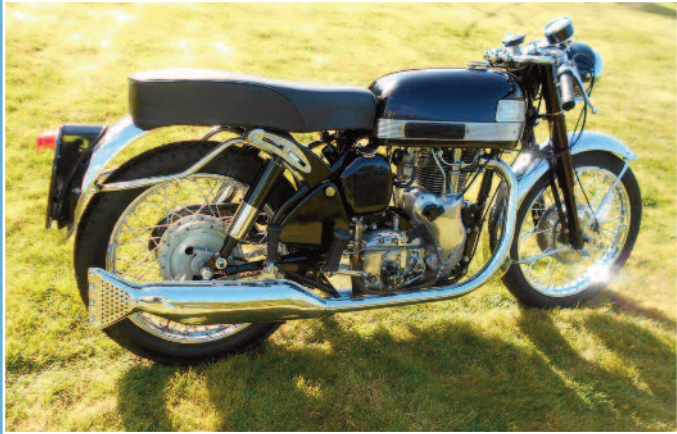


June - Katie

July- Alex, Amy, Macey and Thomas

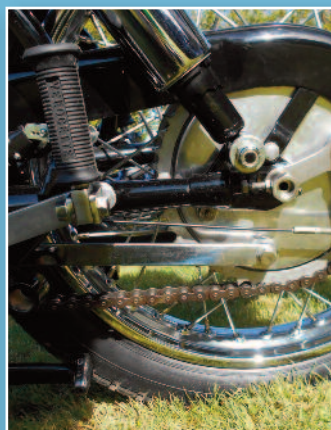
August-Lucas

Velocette Venom



The Velocette Venom was a 499cc single cylinder four stroke motorcycle, made at Hall Green in Birmingham, 5721 were made between 1955 and 1970. The top speed of the Venom was 100 mph and it produced 34 bhp at 6200 rpm and weighed 390lb. In 1961 a factory prepared and fully faired Venom set the 24 hour world speed record of 100.05 mph at a banked oval race track in France. The first motorcycle to average over 100 mph continuously for 24 hours, no 500cc or single cylinder motorcycle had ever broken this record. In 1965 the Venom was further developed with a full racing kit to create the Velocette Thruxton, a special cylinder head was used, that had been developed by American flat track racers to create a very successful Clubman racer and it won the 1967 Isle of Man production TT. In 1958 the Velocette development team built an off-road Venom which was sent to America for evaluation in Enduro events, the scrambler had a specially lighted frame, light alloy, high-level Enduro style mudguards and 21 inch front wheel along with high handlebars and small fuel tank. It also came with a full lighting kit so it could be legally used on the road. From 1960 the Venom was also available in a Clubman racing version which was fitted with Amal carbs and manual BTH racing magneto and close ratio gearbox, this was upgraded to the MkII in 1966 with better forks and a twin leading front brake, new exhaust and narrowed mudguards. Unfortunately even with the original Venom being popular and the Thruxton variant being the most popular model Velocette did. It couldn't save the company from Bankruptcy in 1971 with all remaining stock and tools sold off to pay creditors.

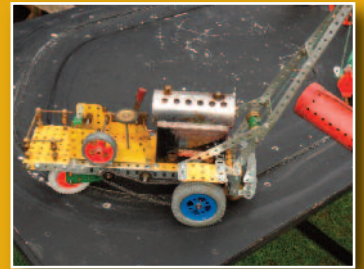
Shaun Loveday - Paradise Garage Motorcycles



Meccano

Hallo all,

To those that liked the last item I done in February issue I thank you, to them that did not sad news I have done another one. I not only make battery powered models, I all so like to make steam powered. For this I use the Mamod mec I designed to work with Meccano. These I heat with meths as to the modern heat tablets a better heat and smells nicer. I have displayed these on rally fields but you need a calm day as any wind takes the heat away from the boiler. These boilers have a nice designed safety feature the heat runs out of fuel but still leave the boiler half full of water. They will run for about ten to fifteen minutes on a fill up then leave twenty minutes to cool down and away you go again. I have made a car a crane and traction engine which all travel on a track the same as the battery powered models. All so I have made a pear of ploughing engines which pulls the plough back and forth on a four foot made up field. Hoping this is some thing else that will grace the rally field in the not to distant future.



All stay safe Mick Baker

Jim & Mel Wakefield Open Gardens

We are pleased to announce that all being well we will be opening our gardens in the NGS open garden scheme on July 3rd & 4th 10am to 5pm at a cost of £5 a head which all goes to charity. Teas and cake will be available to purchase.

We will be pleased to see you all that weekend.