



SEPTEMBER 2022

VINTAGE TORQUE

PRESERVING THE PAST FOR FUTURE GENERATIONS

THE FARMER AND THE SUIT

Arthur is a farmer working on a large farm. One day as he's overseeing the livestock a brand new 7 Series BMW heads toward him across the field. The car stops and the driver is a younger man in designer clothes. He steps out of the car and says, "If I tell you exactly how many cows and calves you have in your herd, will you give me a calf?" Arthur looks at the man, who's obviously a desk jockey, he then looks at his peacefully grazing animals and responds calmly, "Sure, why not?" The suit then whips out the latest iPhone from his pocket and begins to surf the NASA website. Whilst he uses the GPS satellite to get the exact coordinates of his location. He feeds that back to Google Earth to capture a high-res image of this location. He then opens the digital image in Photoshop and exports it to an image processing facility. Within seconds, he gets an email to confirm that the image has been processed and the data captured and stored. He then accesses an MS-SQL database through an ODBC connected Excel spreadsheet and, after a few minutes, receives a response. Finally, he uses a printer located in his car to print out a full-color, 150-page report. He then turns to Arthur, hands him the report and says, "Sir, you'll see from the Executive Summary that you have exactly 1,586 cows and calves." "That's right," says Arthur. "I guess you can take one of my calves." Arthur then watches with amusement as the young man struggles to get the animal into the boot of his car. After a minute or two, Arthur says to the guy, "If I can tell you exactly what your business is, will you give me my calf back?" The young man thinks for a second and then he says, "Sure, why not?" "You're a Councillor for our local Council", says Arthur. "Wow! That's correct," says the suit, "but how did you guess that?" "No guessing required son," Arthur responded. "You showed up here even though nobody called you; you want paying for an answer I already know; to a question, I never asked. You used millions of pounds worth of equipment trying to show me how smart you are; and you don't know a thing about how ordinary, working people make a living, or about cows for that matter. If you did you'd know that this herd is actually a flock of sheep".

"Now give me back my dog."

Jim and Mel Wakefield's Open Gardens

On Saturday 9th July 2022, Jim and Mel Wakefield kindly opened their gardens, yard and sheds to the NVTEC-EA club. Sadly, as with the Duxford visit this was very poorly supported. Jim and Mel's sheds are set up as a museum and were well worthy of a lovely Saturday evening ride out. It takes a lot of hard work opening for a group visit so I was quite disappointed that only 11 attended.

Jim and Mel had gone to a lot of effort and laid on tea, coffee, cakes, and sausage rolls. Most of you will know Jim and Mel have a vast array of horticultural tools and equipment. One of their latest additions is a John Deere LA, this is a 1944 model. The LA had 40% more power, weighed more and had more ground clearance than the standard model L. The LA stands some 2" (50mm) taller on its 24" (600mm) cast rear wheels, giving this tractor adequate power for some serious work on small farms. Optional extras included electric start, a generator, lighting, adjustable front axle, 540 rpm PTO, wheel weights and a belt pulley. The LA was built from 1941 – 1946 and weighed 2,200 lbs / 997 kg just about a tonne.

Jim and Mel have a great deal of horticultural equipment but that's not all. We were looking and discussing the strawberry picking tokens that were given out to pickers for their basket of strawberries. They were then exchanged at the end of the day for cash.

Another nice old thing was their Drake & Fletcher Ltd orchard sprayer, this is fully restored, and the main tank is made of wood. Jim and Mel support our club very well and support the club stand at Malvern and Stradsett each year. Between their open garden weekend and our club visit they raised over £460 for the East Anglia Air Ambulance so a big thank you for allowing us a look round and the cake was great.

Gordon Carson - NVTEC-EA



Carrington Rally Steam Heritage Show Celebrates 175 years of Massey Harris



Due to the Queens 70th Jubilee, the May Bank Holiday was moved into June, forcing the team at the Carrington Rally to make their 61st show a Saturday and Sunday event for 2022. This also meant that Carrington was to clash with Woolpit which was a shame as both are very good shows in their own right and I try to support both, but I had to make a choice and being a big Massey Harris fan, that made the decision for me to choose Carrington this year.

As some of our great supporting members were going to Woolpit, we had to step up our game to put on a good display at Carrington. Ian Cable supported both the Massey and 'Potato Theme' with his very nice 1955 Ferguson TEF20 with a mounted potato ridger. The TEF was built from 1951-1956 and was manufactured at Banner Lane, Coventry and was just 26 horsepower. Malcolm Bush supported us with an old companion of his, the John Deere 5010, this was built before I was born in 1964, despite looking like a big modern tractor. Malcolm used to drive this lovely old beast back in the early 70's for Towler Farms at St Germans in Norfolk. Terry Myhill also brought along a very nice 1949 Ferguson, but this was a TEA 20. This was new in Roche, Cornwall but now in Norfolk. This tractor was fitted with a saw bench and a unique hand brake.

Now onto the Massey Harris / Wallis, their sign says; 'The sun never sets on Massey, better built farm machinery 1847 – 2022'. 175 years, that is something. As most of you will know, Malcolm Robinson is a world of knowledge when it comes to Massey Harris, so we were very happy to support his theme and to do

so we took along the following; firstly the 1922 Wallis OK15-27, this came from Wales some years ago but runs and drives well and sounds a bit like a spitfire. Then came the lovely little Wallis/Massey Harris 1929 12-20, this is the smallest of our Massey Harris collection. Then we took the most famous one we have, this is the 1937 Massey Harris GP (General Purpose) this four-wheel drive tractor has been part of The Smithfield Show, Shuttleworth Collection, The Hunday Tractor Museum, Stapehill Museum and has lived at Walpole Highway since 2006. This is a petrol / TVO and fitted with rear wings, PTO cover and full set of rear bands. We then go onto a very nice pair of Challengers, both tractors came from the Peter Bonne sale in Wales but not at the same time. The 1937 Massey Harris un-styled green Challenger came here first but the 1938 Massey Harris styled twin power Challenger followed about a year later. The green one is petrol/TVO but the red one is straight petrol, both row crop and both run and drive well on their pneumatic tyres.



We then come to the 1940 Massey Harris 101 Super; this again is a straight petrol but has a 6 cylinder engine and is fitted with a 6 volt electric start. Last of the tractors was the newest, a 1954 Massey Harris 33, this very nicely restored tractor which came from the Gary Cooper Sale in September 2017. Again straight petrol and this tractor won us a trophy so we were





very pleased with that. Just to finish the Massey Harris display we took along the cart purchased from Bob Parks sale. Allan Sale completed our line up on the club stand with his 1919 model G Saunderson.

This like most, was to be the first show for 3 years and they gave it a big shake up and move around. Some will hate it, some will love it and some wouldn't have even noticed the difference but whether you love or hate it, we have to keep changing with the times and you won't know if it works or not until you try it. The potato theme that was carried over from the 2020 show brought some stunning displays and whether you won a trophy or not, all the stands were a real credit to them. It's easy to sit back but the planning and thought that must have gone into some of these stands, it doesn't bare thinking about. Just brilliant, well done to you all.



I believe Gav and friends won the trophy but believe me it must have been a tough decision. One of our new members Craig Kite won the 'Best Horticultural' with his very nicely restored Bautz 1953 Model 12-PS, Reg number ES-EJ83. This has a 12HP single cylinder engine and fitted with electric start and PTO it was imported into the UK from Germany in 2007. This tractor was primarily used in vineyards and small holdings. Bautz was a German manufacturer founded by Josef Bautz in 1948 and taken over by Class in 1969.

The tractor that won best in show was a bit different, it was Mr John Plowwrights 1964 Massey Ferguson Multi Power. This tractor was built in Banner Lane, March 1964. It was originally fitted with a high altitude standard petrol engine for export. Mr Plowwright purchased the tractor from Denmark back in 1964, the original petrol engine had already been replaced with a reconditioned 4 cylinder Ferguson 23C diesel engine. During the covid lockdown, Mr Plowwright fitted a Sekura safety cab, front fenders, and many more additional parts to complete his restoration and he now uses this for the occasional road run and show. It did stand out as I saw him come in and



unload it and I went to see him straight away as it looked a bit different. Thanks to all at the Carrington rally. Especially Malcolm for looking after us and putting on the show.

Gordon Carson
NVTEC-EA

Just some of the Stationary Engines at Tractorfest

Tractorfest was held over the Jubilee weekend at Newby Hall, Yorkshire, organised by the Yorkshire Vintage Association under the chairmanship of Mr. Kevin Watson and his crew of volunteers. The rally is held in historic parkland on a level grassed site and displays mostly tractors of all ages and stationary engines. There are no steam engines at this show.

Admission to the rally is quite expensive but includes entry to the beautiful gardens and other attractions of Newby Hall, so there is something for all the family.

With 319 engines listed in the programme, including nearly 150 over 100 year old, exhibitors had travelled from all parts of the UK to attend this prestigious event but were mostly from Yorkshire and the North, therefore engines that I have not seen previously. Held over three days, fortunately in reasonable weather, daytime rain held off until late Sunday afternoon.

There were many rare engines arranged in rectangular pens with simple rope barriers allowing for good viewing and photography. No camping is allowed around the engines leaving them mostly uncluttered and looking better.

I have always displayed an information board when exhibiting, many members of the paying public and fellow exhibitors take time to read the information, I find these very useful as every engine has a differed history and many different makes and models were on display.

Tractorfest reminded me of rally's of years ago, without many restrictions, well laid out and plenty of space and a very friendly atmosphere. Well worth another visit, well done to the organisers.

David West



Amanco, 6 horse power 1917, used for pumping water near Doncaster.



Crossley, type SS 1904, used to operate Crowle Swing Bridge over the Stainforth and Keadley Canal.



Petter, 2 1/4 horse power 1906, originally supplied to Listers in Gloucester. Listers did not make any engines at this time. Owned by club members The Smith Family.



Whitehead Vertical Gas Engine with hot tube ignition. Found by Rawtenstall Canal. Rotting in the bushes after a tip off by a friend who had seen it 40 years earlier.



Lovell 1 1/2 horse power 1907, Open Crank Gas Engine, made by the Lovell Company of Boston Lincolnshire. Production of engines ceased around 1915.



Ruston Hornsby model I.P., 5 horse power 1923, engine number 124873. Low tension ignition, petrol/paraffin.



Ruston Hornsby model A.P., 8 horse power 1928. High tension ignition with Wico EK magneto. All petrol.



Ruston Hornsby model A.P., 4 horse power 1929. High tension ignition, all petrol. Very nicely lined out in apple green as original.



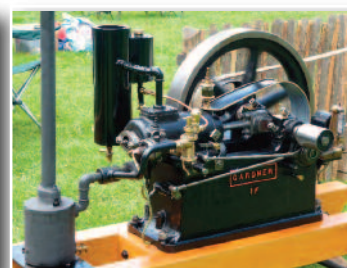
Shanks 12 horse power 1922, made in Arbroth Scotland. Running on heating oil by Hot Bulb Ignition.



International Harvester Company, 6 horse power 1912, battery and coil low tension ignition, imported from the USA.



Acadia 2 horse power, approximately 1920, made in Canada, low tension ignition, petrol engine.



Gardner model IF 1913, approximately 1 horse power, engine no. 17347. High tension ignition petrol engine, originally supplied to Dunkirk Belgium.

Hot and Dusty Weeting



on the same farm all its life and two years younger than Bryan and both are still going strong.

The second tractor I took along was the 1954 Turner Yeoman of England, registration number NEW 462. This tractor has a V4 Marine engine and spent its life just 4 miles down the road.

Over one of the hottest weekends of the year, we attended the Weeting Steam Engine Rally and Country Show on Friday 15th, Saturday 16th and Sunday 17th July.

Weeting has been running for well over 50 years and mainly concentrates on their 100+ steam engines but they do have two rings and on both the Saturday and Sunday we were able to go round them both: 10am in the small ring and 3pm/3.30pm in the main ring, so it worked very well.

This year we took two of our grandsons Ezra and Ace, so with them, two tractors, a lorry and caravan and of course the heat and dust it was busy but great.

The first time we attended Weeting with a tractor was back in 2002, some twenty years ago and we took along one of the same tractors as we did this year. This was the 1941 John Deere Model B, this row crop, petrol/TVO tractor runs better today than it did then I think. This was the first tractor we restored. I remember having to pull it out of the long chicken shed, she looked a bit sad but after a few checks and some petrol, she soon fired up. Rightly or wrongly we never touched the engine as we are not mechanics, but to be fair it starts and runs very well with no rattles or leaks



so we are glad we didn't touch it. This tractor was Bryan's dad's so has been

Malcolm Bush was camped next to me with a superb display of John Deere models which had a great attendance over the weekend, there was always someone having a look. Mr Seeley, one of the organisers of the Woolpit Steam Rally held normally on the first weekend of June was showing a lovely old 1919 International Mogul 10-20 pulling a drag. There was a good selection of tractors from steel wheeled upwards so something for everybody to reminisce over.

Over in the harvesting field there was a fair bit going on with a Massey Ferguson 780 special harvesting. David Mycock with



his 1967 Ford 4000 fitted with a Vicon Lely Acrobat hay/straw turner. They were also working the Allis Chalmers Model U Rota

Baler. Allis Chalmers is one of the themes to feature at the Stradsett Park Vintage Rally for 2023.

Opposite where we were camped was the steam ploughing, which is just amazing to watch. You have to give them some credit. Also opposite us was a steam driven saw bench which was a fantastic bit of kit and again very interesting to watch.

All in all, despite the heat, it was a great weekend, thanks to all involved.

Gordon Carson - NVTEC-EA

Beaulieu – National Motor Museum

On Saturday 11th September 2021, my son and daughter-in-law took me to the Beaulieu National Motor Museum, Palace and Gardens at Beaulieu Abbey in the New Forest, Hampshire. This has something for all the family from cars, motorbikes, garage/workshop displays, vintage bus rides, large children's play area, the abbey and of course the palace house and gardens. Just stunning!

The Museum at Beaulieu tells the story of motoring in Britain from the 1890's to the present day. At Beaulieu you



will find vehicles and motorcycles you can remember from your younger years - these exhibits have been assembled from the Montague family's collection.

The museum trusts own acquisitions and a large number of vehicles loaned from individuals or companies. Many of the exhibits are in working order and are driven on rallies such as the London to Brighton Veteran Car Run, Motorcycle runs and events at Beaulieu and overseas. This is why you will see drip trays underneath some of the exhibits.

From the minute I walked in it was just amazing. Surprisingly you were able to give a donation and have a photo taken on a 1904 Pope-Tribune. This car was the smallest and cheapest of the many cars marketed by American promoter Colonel Albert Pope. The one we are



sitting on is an early model with a single-cylinder engine with shaft drive. Pope-Tribune was

distributed in Britain by the civil service motor and cycle agency of High Holborn, London. Engine 798cc, single-cylinder, 25mph and would have cost £131.00.

The display of old cars, motorcycles, etc. is just endless. They even had a 1955 caravan that was presented to Prince Charles and Princess Ann by the Caravan Club. This was built by Rollalong Limited. The caravan was constructed of an insulated and lined ash frame, then clad in aluminium. It came complete with a sink, bookcase, seating and table.

Outside is a large play area for the children which was very clean and



tidy and plenty for them to do. We then got to walk around the abbey and gardens which is a very well maintained and looked after estate.



My luck continued as it was the veteran vehicle run that day, listed as the 2nd annual New Forest car run – Bucklers Hard to Beaulieu. These lovely old cars just kept arriving and I really could not believe my luck.

There is one section dedicated to Top Gear with all the old cars, etc that they used on the show.

There is so much to write about but this is something you really need to go and see but allow a full day cause you will need it. Thank you to Andrew, Katie, Ezra and Ace for taking me here, what an enjoyable day out. You can view all my photographs as our website NVTEC-EA and go to our 'out and about' page.

Gordon Carson - NVTEC-EA

IMPORTANT NOTICE TO ALL MEMBERS

PLEASE READ THIS NOTICE – YOUR CLUB NEEDS YOU!

Hi all

I have been privileged to be your Rally Organiser for the past 11 years and have managed to do 8 successful shows. All things must come to an end good or bad and I feel it is coming time for me to step down from the rally organiser post and allow someone new with fresh ideas to take over this wonderful show.

Therefore, I am giving you, our club members plenty of notice. I will hopefully remain in position for both our 2023 rally to be held on Sunday 30th April and Monday 1st May and the club's 50th anniversary in 2024 which we will be having a one-off 3-day special event with our 2-day set up being Thursday and Friday with the 3 show days being Saturday 4th, Sunday 5th and Monday 6th May 2024.

From then, with others confirming they will be stepping down or at least stepping back alongside myself, the 2025 rally will have some top positions that will need to be filled for the rally and our wonderful club to continue. This will require several new people to step up and take both the rally and the club forward. Your new rally organizers will be a joint job between Jack Dowe and Annie Bruce with my full backing and support. However, we will need the following: new trade steward as Ted will end his many years of great service after 2024 and a new Car steward as this will be a separate job from the Commercials/Motorcycle and steam which Judy will continue doing. At present the tractor, engines and stewards have not yet made any decisions for the 2025 rally. Lockley with have already managed to get a new club stand steward for the 2023 rally, Geoff Norman has kindly taken on that roll.

I hope to remain on the committee and carry on with my many other roles and still see you all around the shows including Stradsett. I am announcing this now so the new team can be appointed, they can work with existing stewards for the next 2 rallies, help at the rally, get to know all involved and attend meetings so they can be well prepared for 2025.

Please do not leave this and think that somebody else will step up as without new people, all the good work that's been done by many over the past 50 years may be lost and this really must not happen. I am confident that the club and rally will continue to grow and provide an interest for many.

Doing this job has been an honour and I hope that all the new team that takes over will feel the same. I hope to still be here to help if required and lend a hand where I can. This is a wonderful opportunity for a new team to organise the 2025 rally and put their own stamp on it for the future shows.

Gordon Carson - NVTEC-EA





WORKING WEEKEND & PLOUGHING MATCH

**Saturday 3rd and Sunday 4th
September 2022**

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





Sun 30th April & Mon 1st May 2023

Sun 10am-5pm Mon 10am-4pm

Stradsett Park Vintage Rally

Ring Displays - Club Stands - Fairground
Mini Tractor Pulling - Catering - Trade Stands



**2023 Theme: Allis Chalmers
and Oliver Hart Parr** Pre-Booked Exhibits Only



Steam Engines - Classic Vehicles - Ex Military
A Great Day Out
Supporting Local Charities

Adults £10.00 Under 16s Free Dogs Welcome

Prebook your tickets on: www.nvtec-ea.org.uk

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



Find us on Facebook

Grimston Road Run and Fete in aid of St Botolph's Church

The 2022 Road Run enjoyed perfect weather and a welcome return following covid restrictions. This normally annual event got off to a prompt start with Roger Coe leading a road run with in excess of 30 tractors of all ages and makes. Their thirty mile route included a welcome pit stop in Great Massingham.



Once back at Manor Farm they were greeted with a busy fete including a number of trade stands and exhibits.

Throughout the afternoon interested visitors asked questions and supported the varied exhibitions on show.

Perhaps the star of the show was a working thrashing drum driven by a steam tractor. This was even more poignant when it was revealed that the outfit had in fact worked on Manor Farm in the 1920s. The drum had not been operated since 1977 but worked perfectly all afternoon. The engine called Monty provided power in almost total silence and was a credit to the team who now own her. Visitors were also astounded to be told that when the outfit was working during harvest times it took a team of about 34 workers to complete the operation

including the building of storage stacks, a little different to modern techniques!

As the day wore on the fete became even more busy being entertained by a talented music group offering a range of very suitable music and before closing time both the caterers and the bar, sponsored by local pubs and businesses, had sold out!! All in all

a credit to the organisers and volunteers who made the day such an success, a very good day out and well worth a visit next year.

By
Ted Gray



Tydd St Mary Classic Vehicle Rally 2022

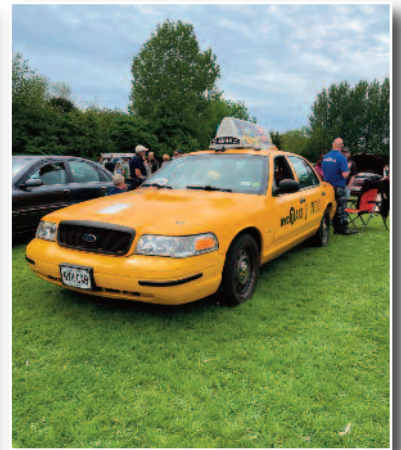
Sunday 15th May started out spitting with rain at ours which wouldn't put me off going to a show but is always a worry about the general turnout at any rally or car show etc. We popped to Kings Lynn first to see if it would brighten up before heading over to Tydd and brighten up it certainly did. In the time it took to get there the sunshine was lovely and the turnout was even better. There were rows and rows of classic vehicles ranging from a modern Lotus to an old bus along with tractors, bikes and a wide variety of other vehicles. They all took centre stage in the middle of the field and there were a handful of trade stalls and entertainment such as ice creams, bouncy castles and a bbq on the go. I loved the fact it was all about the vehicles, some shows can be more about the food on offer.

One of the vehicles that caught my eye was a 1960 Cadillac. One because its huge and pink but also because it's the same year as our Pontiac which were both made by General Motors so there are some similarities. The colour was

incredible and made this already stunning car even more so. The chrome and matching pink colour dash were immaculate, the owner must be very proud.

Whilst we were looking at the Cadillac the owner of an original New York Taxi started chatting and told us some interesting facts. The Ford Crown Victoria was famously used for both police cars and taxis amongst other things in America for years. The taxi however is 6 inches longer than the police cars to give passengers the extra leg room and they also had a light at the back and front that drivers could turn on to alert police and others if they were having trouble with a passenger. Very clever I thought! This particular car is one of only 10 known Crown Vic taxis which were actually used in New York that are in the UK.

Safe to say I will be going back again next year and hopefully the weather will be just as good! Andrew Carson



RELIANT REGAL

This very unusual Reliant Regent was for sale at the Rome family auction by Cheffins on 2nd July 2022. These vans were first introduced on 3rd June 1935 powered by a single cylinder air cooled 600cc JAP engine and were produced up to 1965 by which time they were equipped with Reliants own 10hp engine. Early models had a central seat with motorcycle style handlebars, later models had an offset seat and a steering wheel, they were all rated at 10cwt capacity. This one will make a very nice restoration project and hopefully someone will return it to its former glory.

Reg Fletcher - NVTEC-EA



Milestones – Hampshire's Living Museum

On Sunday 12th September 2021, on the way home from the New Forest, we stopped off at the Milestones Living History Museum and what a treat it was. From the minute we walked through the door it was just brilliant. Milestones was officially opened by HRH The Duke of Edinburgh on 1st December 2000. The story of Milestones began in 1996, when the Heritage Lottery Fund approved an application to build this substantial new museum in Basingstoke, a grant of £6 million followed. Most of the Milestone's buildings are based on real ones which were meticulously researched. One of the real advantages is that it is all under one roof so no matter that the



reverse, non-synchromesh with a top speed of 16mph at 1000rpm.

One engine on display was a Tasker 10hp Horizontal Mill Engine, this magnificent engine was built at the Waterloo Iron Works, Andover in 1900. This engine worked for 58 years at the Mottisfont Paint Works near Romsey, Hampshire.

weather, you can enjoy the day.

There is an endless list of great sections to look around like the Industrial

Revolution, steam, public transport, sawmill, ironmongers, vehicles and living history just to name a few. The development of the steam engine was the ultimate achievement for the Industrial Revolution and virtually every factory and workshop relied on steam engines in some form.

During the Victorian period, many new forms of technology were introduced to transport people from one place to another. Developments such as Portsmouth Tramways met the public's demand for cheaper transport and at the same time enable people to live further than walking distance from their place of work.

On show was a very nice looking Thornycroft X-type Lorry, this was built in 1918 and was supplied as a fruit and vegetable delivery vehicle. This type of lorry was a reliable workhorse and was put to a whole variety of transport uses. They could be fitted with a flat bed, box, or dray body for carrying goods including beer, building materials and perishable goods. This old lorry came with a 40hp T headed, four cylinder engine. The gear box was a four speed plus

There is so much to learn and see apparently the first ever motor show was held in London in 1895. Cars were very expensive at first, but at the turn of the 20th Century many new manufacturers entered the market, including Thornycroft of Basingstoke. Wallis & Steevens is a name we all know and the fact they were a Basingstoke company founded in 1856. At first, they made tools and machinery for farmers, they then went on to design their own steam engines, tractors, wagons and road rollers. My only disappointment was there were no tractors at the museum which surprised me a bit.

Wallis & Steevens ceased trading in 1981 after 125 years, There was so much to see I could write all day, but you can see all my photographs on the NVTEC-EA website on the 'out and about page'. Or if you are ever that way, it is well worth a visit!



Thank you for Andrew, Katie, Ezra & Ace for taking me for a fantastic day out.

Gordon Carson - NVTEC-EA



After having a successful Stradsett rally we are now looking forward to the Working Weekend held on the usual farm at Fincham.

Gordon has decided to cut back on the organisation of Stradsett but has decided to stay on to help the transition for the 2023 rally and the Committee are hoping to celebrate the Club's 50th anniversary in 2024 when he will partially stand back as will myself. It will seem a fitting end to a long association with Gordon and the Club.

We are planning an Open Committee Meeting for members interested to possibly join the Committee and help to run the Club and take it forward for the foreseeable future.

This Open meeting will take place at the William Burt Centre, West Winch on Wednesday 5 October 7.30 pm.

Henry Howlett

NVTEC East Anglia Group Contact Details for Officers and Committee 2022

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Mr D C Mycock: Working Weekend organizer and Engine steward

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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 Nov)

MEMBERSHIP MATTERS

Hello to you all



Hope you having a good summer and rally season.

The NVTEC-EA Facebook group is doing very well I am pleased people putting pictures on from rally's what people have brought i.e tractors, ploughs etc.

We are encouraging young people to join the club so if you know any youngster who is interested in the world of tractors, stationary engines etc they can download a membership form from the NVTEC East Anglia website.

Remember if you have a change of address or Phone number etc please could let me know so I can update your records.

Wayne Mitchell Membership Secretary

A GOOD DAY OUT AT DUXFORD

We had a great day out at Duxford, such a shame more people did not attend as it was a very interesting day.

Only attended by Mr & Mrs West from Kent, Mr & Mrs Beba, Ted Gray, Gordon Carson and Myself Malcolm Bush. Reg and Kath Fletcher were attending but unfortunately Reg was taken ill. Glad to know he is recovering well.

DIARY DATES

Working Weekend

Saturday 3rd and Sunday 4th September 2022

Len Priestley Talk - Thursday 20th October 7.30pm

Club Meeting at Royston Park Golf Club
Thursday 17th November

Club Stand at Newark Vintage Tractor & Heritage Show
Saturday 5th and Sunday 6th November

One of the themes from this years Carrington Rally was Potatoes

On this stand organised by Gav and Friends, they had grown a row of potatoes, which were being lifted by a Ford Dexter, children were then invited to come and pick the potatoes in to baskets. They then tipped the potatoes into the green shoot of the box, they then turned the handle and were given a packet of crisps from the conveyor on the side of the box. The children all thought this was fantastic and it taught them were crisps came from.



The second machine was a self propelled potatoes harvester from 1951 built by Wota Ltd or Wolverhampton, this was attached to a Fordson E207N and had the provision for people to pick off the trash at the rear of the machine, it also graded out the small potatoes to be bagged separately and



the crop could then either be bagged in to 50kg bags or delivered to a trailer along side the harvester.
Reg Fletcher
NVTEC-EA



Also from the Robert Crawford display were these 2 machines that were an attempt to take some of the manual work out of the potato harvest. The first machine made by John Lysaght of Bristol consisted of a tractor drawn frame where the pickers knelt on the platform and were towed along by the tractor, they picked the potatoes on to a conveyor which could then be loaded directly into a trailer or put in to sacks on the second platform drawn along side, this avoided the need for men to pick up the basket by hand.

