



VINTAGE TORQUE

MARCH 2010

Are You Ready ?

The Rally Season is upon us and exhibitor entries for Stradsett, at the time of writing, indicate that there may be a few people who are going to be disappointed! Andrew, once again, has been making meticulous preparations to ensure the enjoyment of everyone, and this year we are having a printed Programme, courtesy of Hylton Gott Ltd. Entry fees for the public have been held to give 'value for money' for a good day out. Our club has organised other opportunities for you to get that tractor out and have fun. *See back page for details.* So have you marked your calendar with all the dates? Have you sent in your entry forms? Have you checked on your insurance cover? Have you dusted off your exhibit and made sure it's in running order? Have you filled out your Log Sheet so that interested people know some details/history about your exhibit? Have you laminated your log sheet against the weather? If not you can obtain one from me. Finally, have you ordered your Club Clothing? I look forward to seeing you on the rally field and hearing about your restorations. *Editor*

**Stradsett Park
Vintage Rally**

**Sun 2nd & Mon 3rd May
10am to 5pm**

Admission £2.50 Children free
A great Family day out for a Fiver

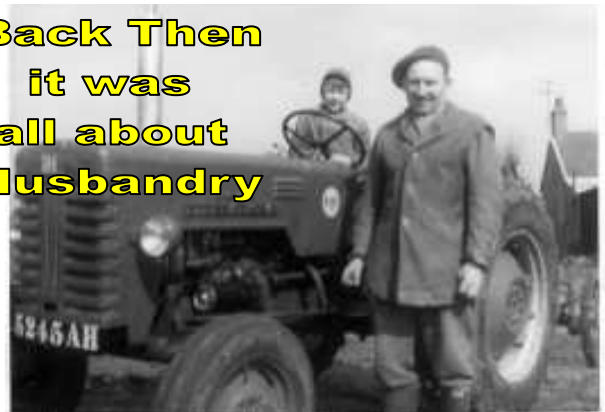
-Bar-
-Trade Stands-
-Ring Displays-
-Catering-

supporting In association with **Hylton Gott Ltd**
ISUZU

**Where the A134 crosses the A1122
East Of Downham Market**

Pre booked exhibits only www.nvtec-ea.org.uk

Back Then it was all about Husbandry



This B250 McCormick International was the first Diesel engine tractor that went to work on the farm of W.N.Ridgefarmer's father. Taken in about 1964 they were about to carry out the late autumn/winter ploughing with a Ransomes Unitrac Minor and Father always liked to wear his jerkin to keep warm against the penetrating wind.

*A Triumph Dolomite Sprint in motion- every boy
-racers dream in the early seventies!
Read more on pages 2 & 3*



British Ley-land Rally by Darren Teb-bitt page 2	Sandringham Rally Report Clive Richardson Page 3	How I Got My Engine Malcolm Bush Page 3	WN Ridgefarmer Back Then it was all About Husbandry Pages 4 & 5	Chairman's Chat Membership Matters Winter Meetings Review Page 6	What's On Elsewhere Club Clothing Page 7	Club Events Contact Details Page 8
---	--	---	--	--	---	--

British Leyland Rally 2009 by Darren Tebbitt

What do the Austin Mini, Triumph Stag, Jaguar E type, Land Rover, and Morris Minor have in common?

Well, not only are they great British motoring icons of the Twentieth century; but also products of the British Leyland Motor Corporation.

A company, which at its formation in 1968 was the fifth largest vehicle manufacturer in the world!

On the first Sunday in August, owners of British Leyland vehicles make their annual pilgrimage to Ferry meadows in Nene Park Peterborough: for a rally to celebrate the products of this great manufacturer.

Now in it's Seventeenth year the rally continues to grow and in 2009 boasted an entry in excess of 600.

With plenty of space, the organisers do not close the entry, and cater well for the exhibitor who turns up on the day. On entry to the field, traffic is directed in to two orderly queues -one for booked entries, and the other unannounced arrivals- where a brief entry form is completed and an exhibit number allocated.

From a personal perspective this policy is important to me because the event falls during harvest time, and I do not know until the day before if I will be free to attend or not.

I am sure this 'flexible entry policy' results in a much bigger turn out than would otherwise be achieved.

All the major 'Leyland' car clubs attend, and have designated parking areas; non-member cars are displayed according to age.

But such is the camaraderie that non-members are often invited to park on the club stand for their vehicle type.

Among the 'clubs' there is intense rivalry in the quest to win the coveted 'best stand' award, the 2008 winners were the 'Maestro and Montego owners club'.



Intercity rivalry is cast aside as Austin Cambridge's and Morris Oxfords park side by side.



This Austin Maestro was driven to Peterborough from Holland.

The Austin Maxi was the first British family car with five doors and five gears!



A 1950 Morris Oxford traveller, - 'big brother' of the ubiquitous Minor.

But in 2009 the 'Allegro' club conquered: with a picket-line theme, this featured dummies clad in Leyland overalls stood around a brazier!

A topical theme, because the Austin Allegro was born (May '73) at the time of greatest industrial unrest in the Leyland group!

However, cars and car stands are only part of the show, the reason many folks attend is to visit the massive auto jumble. Here is the place to look for that elusive part not available elsewhere. From light bulbs to wing mirrors, and everything else in between- there is plenty to browse. So much in fact, it took me all morning to do so!

But, as large as the show is: I am yet to see a Leyland or Nuffield tractor drive in? So, who is going to be first?



The 'Minissima' was a prototype town car based on mini components, that didn't make production.



More Pictures from the British Leyland Rally

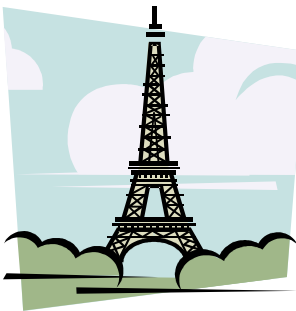


The beautiful Rover 3.5litre, preferred transport of all British Prime ministers from Harold Wilson to Margaret Thatcher.



An unconventional exhibit choice, but the Classic Hearse register caters for the collector of Austin based vehicles.

Friends of Ferguson Heritage Norfolk & Cambridgeshire Group are organising a visit to the Massey Ferguson Tractor Factory in Beauvais, France for 20th to 24th May, inclusive. After arriving in France on Thursday you will have an evening to settle in before the factory visit on Friday starting at 8am. The weekend will include a coach tour of Paris before returning home on the 24th May. Reserved rooms are either twin-bedded or double bedded, no singles, so please state which you require on booking. There are 40 places so don't delay. Please send 50% deposit for



each person. Cheques to be made payable to F.F.H.Norfolk & Isle Of Ely Group. All monies to be paid by April 1st. Costs per person are as follows subject to exchange rate:

- 4 nights at the hotel: 153.00 Euros
- 4 breakfasts: 36.00 Euros
- 4 evening meals: 100.00 Euros
- 1 coach seat £80.00



Sandringham Rally 12th & 13th September 2009

The rally this year gave us the best turnout of stationary engines, steamers, tractors and motorbikes and with excellent weather, hot and dry, we all had a very relaxing and enjoyable weekend. The show has something for everyone from a good variety of trade stands to 2 show rings with continuous, successive displays attracting many onlookers and in the glorious setting of the Sandringham Estate it is a show not to be missed. The winning stationary engine was selected by an interested member of the public and the trophy, donated by Clive and Julie Richardson, was won by Ian Rodgers with his 1929 Fuller & Johnson 2hp Jumbo Open Crank. which he has owned for over 4 years. It was imported from Canada in 1996 by a dealer and it came restored but not running.

The date for Sandringham 2010 is 11/12th September.
Contact Clive; 07789266423

How I Got My Engine by Malcolm Bush

After a good weekend at Skylarks Rally we packed the caravan on the Monday morning and set off for the monthly machinery sale at Sutton. I parked the car and caravan in the car park leaving Joan there with her knitting, while I went to the sale. Walking about I came across this engine in the 5th row and I liked the look of it. So I went over to the office to find out how much the reserve was on it. The girl told me it was £400 and I thought that was too much. So I went back and continued looking round and then decided to wait to see it sold. Well, nobody wanted it at that price and it was withdrawn. Maybe my luck was in, I thought, so I went back to the office and made an offer. The girl rang the vendor who said he'd accept my offer with another £25 on top so we closed the deal.

Back at the caravan, there was Joan making tea and coffee for friends and strangers, rounding off a good weekend for one and all.

My new engine is from Morris Motors Ltd. An Industrial Motor 16hp no: 708 Engine Branch, Coventry. Templewood Engineering Co. Ltd. Slough, Bucks.



Has anybody got any history on the engine or the company? I would be very pleased to hear from you.

tel: 01553 617563

BACK THEN IT WAS ALL ABOUT "HUSBANDRY" Part II by W.N Ridgefarmer

Grandad used to bike over from Fincham to help Dad with the meticulous work on our small farm at Wereham during the late 1950's through to the middle of the 60's. He would say to my Dad "Bor, there's only one thing you can do with twitch: fork it out, dry it in the wind and sun and then burn it". I used to think that was in fact three things, however, I kept these type of observations well and truly to myself! That dint pay to be makin' smart remarks when there wus serious blokes about with four-tine forks!

The corn of choice for our type of soil was barley and we could usually get the (spring) malting varieties to go for malting selling price as long as we paid careful attention to all of the husbandry details involved throughout the whole process of growing and harvesting the crop during the farming year. This started with preparation of the land left over from the previous crop and prior to ploughing. In the autumn Dad would cultivate the field that was destined to be used for the following year's barley using his 1949 Nuffield with four-cylinder side valve engine running on T.V.O. Behind this was a Ransomes trailed 13 tine cultivator fitted with solid legs which had replaceable wearing shoes for loosening the soil. The idea was to "chit" the weeds. Our loam soil was still moist enough and there was enough warmth in the autumn sun for weed seeds or shoots to germinate and grow. Then they would be ploughed in using the Fordson Standard towing a Ransomes Unitrac minor (single furrow trailing plough). This technique was the method employed to avoid the need for expensive applications of herbicide later on. The trouble was that the wild varieties of grass, can regrow from their root systems (which were usually described as twitch). Therefore after the cultivation had loosened the soil Grandad and Dad would get busy with their four-tined forks digging out the twitch from the troublesome corners of the fields where wild grass persistently grew. After several days of forking over and drying out there would be many large heaps of these long root systems each of which would be treated to a Swan Vesta! Some heaps would only smoulder away giving off foul-smelling grey smoke but other piles would burn fiercely so that we had to keep nearby with pitchforks lest the flames spread into the dry grass at the base of our hedgerows. Sometimes Dad would need to give the land another going over to get the weed root systems loose enough to be dug out. For this he used an old fashioned trailed machine called a Pitch Pole harrow. Some of you may remember these weird looking items.

Dad used to keep the boundary hedges neatly cut to shape every other year. The Elderberry bushes growing here and there within these hedgerows provided a source of handy straight sticks that Dad would use to mark out his "tops" when ploughing with his Fordson outfit. He would carefully pace out the field along the headlands that he always used for "slipping" with the Unitrac trailing plough and divide the land into equal pieces. He would use elder sticks at either end of the



This picture was taken by mother with her Brownie Box Camera in 1959, showing my Grandfather standing by the Nuffield, my father behind the wheel and myself is the boy. The activity was that the Ransomes toolbar was set up with the beet lifters ready to plough out the sugar beet prior to knocking and topping. It is unbelievable just how much hand work there was to be done on our small farm!

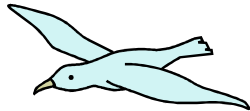
"tops" and he was very meticulous about setting them up in parallel. Dad always carried a shut knife and this he would employ to sharpen up the sticks of elder to make them ready to push into the ground. He used to keep his shut knife razor sharp by regular sharpening on a whet stone. I was never allowed to touch his pen knives for fear of sustaining a nasty cut! The mantra would be "never play with knives boy". He could have used the Nuffield for this ploughing work which was, after all, a more modern tractor in so many ways than a temperamental Standard Fordson. However, he loved the old Ford for trailed work where the low driving position and rear access point made adjusting the controls of the Ransomes plough a much easier proposition than the relatively high and isolated driving style of the paraffin Nuffield. I think there was also a teeny bit of nostalgia crept into the choice of prime mover for these ploughing operations because during the Second World War my Dad had spent hours and hours ploughing up meadowland and the like for the War-Agg committee of our part of West Norfolk to meet their quota of the all important drive to grow as much of England's food requirements as possible.

I would spend quite literally hours of my weekends, evenings and school holidays out there in the field with Dad ploughing away, with the old Fordson barking out its vibrant chorus through the inevitable straight piece of pipe serving as the exhaust. We were still using the "proper" TVO in those days so that distinctive aroma from the lusty old side valve was like Channel No 5 to my enthusiastic young nose. These were great times, never to be forgotten, I sincerely hope, for as long as my allotted span on planet earth will last.

"Back Then it was all about Husbandry" *continued*

The Fordson seemed to me at the time to be a fairly safe place as a small boy sitting on the back there with my Dad. He would have the old pan seat swung to one side to leave himself with more access to the foot clutch and to stand up and turn behind for adjustments to the controls of the Unitrac (and to pull the trip rope for turning at the headlands). There would always be a folded up empty corn sack on the half shaft casting near the gear lever and that was where I would sit leaning back against the mudguard strut and tinwork infill panels so that I was as "snug as a bug" in this little hidey-hole. I could look backwards and see all the seagulls noisily digging for the juiciest worms. There were always dozens of gulls following us along the furrow. They didn't seem to care about the racket Mr Henry Ford's engine was making. In many ways I believe that it was the smallness of a Standard combined with the fact that ours had a full set of wide wings on her that tended to make the driver less prominent for these wild birds to be scared about. So brave did they become, especially when Dad would huddle down against the cold winds (no comfy cabs in those days!), that the gulls would peck for worms ever closer to the metalwork of the Ransomes plough.

One day the inter-gull competition for the best of the worms and grubs was so great that a really bold sea-gull found itself actually ploughed in by soil coming off the digger-profile breast. Dad saw the bird get itself covered up and quickly stopped the Fordson to run back and dig the poor bird out with his hands. As he pulled the gull free from the soil it promptly pecked him on one of his fingers before flying off shrieking at the top of its voice.



Dad was most indignant about the lack of gratitude shown to him by that particular wild creature when he told my Mum about the incident later! One day he was watching the soil turning over, making sure all was well and that roots or straw were not causing any bungs, when some flint axe heads swam into view before his very gaze. Again it was a case of knocking old Fordy out of gear and rushing back to excavate with those great big hands of his. They were the size of shovels anyway! He brought home some lovely old axe heads from the New Stone Age and I'm glad to say I still possess these today. We knew that there had been a Romano-British settlement somewhere on our land and sure enough we also ploughed up many examples of Roman pottery - again I have these wonderful things to this very day.

Our Unitrac was fitted with IRDCP bodies (they were a digger body). The profile of these particular Ransomes variants could be described as being slightly larger than the more commonly used EPIC shapes (which were a semi-digger body) but not so massive as the deep-digger body fitted to ploughs such as the Dura-trac or the Mid-trac (which were effectively

designed to be pulled by crawlers). Dad liked the Unitrac fitted with the IRDCP body because there was a lot of room in the frameworks of the plough to allow trash to pass through (and it left broken-work in a beautiful even manner enabling the artificial manure to be spread directly onto the ploughed land in the early spring). We had other ploughs fitted with different bodies for use on other crops and the significance of this together with how it related to the husbandry associated with those differing crops I will attempt to explain next time if you have a mind to endure some more of my memories of the use of the things we now call vintage machinery. I haven't even finished the subject of barley yet!

As I write these things down I find that I am staggered by just how much there is to relate about those wonderful far-off halcyon days of the 1960's. Vulcan "V" Bombers flew above my head and thousands of years of history lay under my feet. Every day was an adventure. I will share some more of these with you next issue.



This picture shows the back of the old blue Standard Fordson attached to what would have been a four-wheeled horse-drawn farm cart. My father is on top of the load and friends of the family are pitching up the shoves of barley ready for the load to be taken to the stack which would later be threshed by a Field Marshall and Marshalls Thresher. The year was about 1957.

Memories ?

Do you have any old photographs of activities down on the farm where you grew up? If so, would you send them to me either by post or by email with a few details of the content of the pictures. I'm sure other club members would be very interested to see your pictures. Or if you have some memories that you could write about I would like to hear from you. It would be sad if these gems from years ago were lost in the future. My contact details are on the back page. I look forward to hearing from you. Viv

Chairman's Chat

Well, we have eventually had a white Christmas and very pleasing it was too. I know it makes getting around a little slower but that's not a bad thing in this modern day of all hell and no notion. The committee have been very busy through the winter months and a line up of summer activities are in place for your enjoyment. By the time you read this, as a way of promoting NVTEC/EA I will have given an evening presentation to a gardening club on the workings and activities of our club with a view to promoting our name. If this is successful then more presentations to other local clubs could be possible.

The nights are pulling out, Valentines and the Lynn Mart has been and gone and Easter is just over the horizon. This is a good time to get those machines out and dusted down in readiness for the Stradsett Rally which opens up the summer season of events. Don't forget to pass the word around..... The cheapest days

Winter Meetings Review

Hello Everyone,

Well here we are nearing the end of another season of Winter meetings. I hope you have enjoyed the presentations this year, and would like to thank you all for your support, for turning out in all the bad weather to attend, and I must say that it is lovely to see more ladies coming along too.

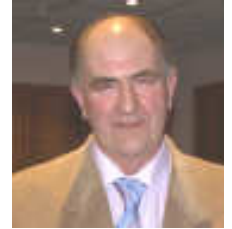
I am already working on next years programme, which will include David Grimes and Jim Bacon the Anglia Weatherman, as well as more tractor and engine talks. The full programme for next year's meetings will be published in the next Vintage Torque.

We had a great response to our Summer visit to the Corner Nurseries at Wisington which takes place on June 9th, and filled all the places in one evening.

If you have any suggestions for the meetings please let me know. Once again thank you for your support, and we look forward to seeing you again next Winter. Have a great Summer rallying.

Shane

entertainment for 2 adults and 2 children for £5 is Stradsett Rally, Bank Holiday Sunday and Monday 2nd and 3rd May.



'Many a Good Tune Played on an Old Fiddle.'

The new vicar arrived last Sunday and as he stood in the pulpit to deliver his sermon he announced he had nothing prepared. He said, 'I will call out a word and you will respond with a hymn containing that word.' So, the first word was 'Cross' and after a few moments the congregation sang 'The Old Wooden Cross.' Then followed 'Grace' and the congregation began to sing 'Amazing Grace.' This went on for a little while, then the vicar bellowed SEX. The congregation fell into total silence. Suddenly, from the back pews, a little 87 year old lady stood up and began to sing 'Memories.....'

Peter

Membership Matters

Hi to you all,

Yes, it's that time of year, your membership should have been with me in January but not to worry, just send it ASAP to me, I can sort it, I'm a woman.

I have been asked by a member to remind you all to check your caravan insurance that you use for rallying. It seems that some are not covered when on a rally field so please check and if you do not understand please speak to your insurer.

No more nagging, just are you ready for the Stradsett Rally it's 2nd & 3rd May. We have a great weekend with all sorts going on, come and join in and be part of the vintage way of life.

The next thing to be part of is the road run. Come and bring your tractor, you will see parts of West Norfolk you would otherwise not get the chance to see, it's Sunday 20th June.

Now this is for myself. Sunday 4th July Independence Day I and 99 other ladies all dressed in pink in the maddest possible fashion will do the Pink Ladies road run for Breast Cancer Care. You may remember my photo. If you would like to sponsor me please contact me by the usual route.

Just to say, see you all on the rally field and to those who are unable to come, take care of yourselves and hope to see you next time.

All the best

14 The Paddocks, Downham Market,
Norfolk PE38 9JA

☎ 01366 388907

email membership@nvtec-
ea.org.uk

Chir



What's On Elsewhere

Little Downham Bygone & Organ Extravaganza
(near Ely) 27th March 1pm to 5.30pm
Bygones, vintage tractors, vintage cars, steam models and vintage motor bikes.
Contact: Trevor Brown 01353 778830

Friends of Ferguson Heritage,
Norfolk & Cambridge Group,
Road Run, 9th May, 24 miles
contact: Darren Tebbitt 01353 740857

Afternoon Visit to Gordon Easton's display
Saturday 8th May 2pm. Donations will be taken.
Contact: Roger Thulbourne 01366 377464

Belvoir Castle Steam Festival May 22/23rd
Paul Appleton 01780484630

Burghley Game & Country Show May 30/31st
Clive Richardson 077892 66423
Entries by 18th March

Woolpit Steam Show June 5/6th
Contact D. Seeley 01359 241886

Doddington Contry Fayre June 12/13th
Clive Richardson mob: 07789266423
tel: 01945 860224

Holbeach Vintage Rally June 19/20th
Paul Pearman 01945 587027 Mob: 07771881727
David Allwood 07971498638

Wisbech St Mary Village & Country Fayre
Sunday 27th June Vintage/Classic Vehicles & Machinery
Contact: Jim Wakefield 01945 410554

Rougham Airfield Wings,
Wheels & Steam Country Fair June 26/27th
tel: 01359 270524

BK Museum Ltd, The Workshop, Maltings Farm,
The Street, Hepworth, Diss, Norfolk IP22 2PX
Classic Cars, Classic Tractors & Agricultural Memorabilia

The entire collection is housed in three separate buildings. Each restoration process follows a number of defined steps in order to ensure that every piece of metal and component conforms to the original manufacturer's specification.

There is an Open Weekend 10/11th July 2010 for vehicle owners to exhibit their own vehicle at a cost of £5.00 per vehicle per day. (includes 2 people) tel: 01359 252232
Email: bart@bkmuseum.com

Walpole Steam & Country Fayre July 10/11th
Gwen Davey 01945 461494

Thurlow Steam & Country Show August 7/8th
Contact Michael Pumfrey 07711988332

Hilgay August 15th & 16th
P G Bates 01366387988

Lincoln Steam & Vintage Rally August 21/22nd
contact Glyn MacDonald 01507605937

Earls Barton Rally & Country Fayre
August 28/29/30th
Miss C Randall 07826305241

Skylark Country Show September 4/5th
Contact Paul Salter 01354 740873

Haddenham Steam Rally September 11/12th
contact: Mrs Ruth Young 01487 841922

Sandringham Game & Country Show
September 11/12th
Clive Richardson tel: 01945 860224
Mob: 07789266423

Club Clothing

Short Sleeve Polos are in stock at £11
Baseball Caps, at £5.70 (new stock price)
Sweat Shirts, limited stock at £15
Short Sleeve poplin shirts, limited stock at £15
Black, showerproof Jackets with fleece lining
need to be ordered especially



Telephone Viv 01553 617653 to place your order and arrange delivery and to enquire about other possibilities for club clothing.
Log sheets are available, either blank, for you to complete or send your information and I can fill it in and laminate it for you...

C L U B A C T I V I T I E S

The Last Winter Meeting of 2009/10
Ryston Park Golf Club along the A10 at 7.30pm.
Members and guests are very welcome.
March 19th: Memory Lane with David Grimes
Please contact Shane Martins for any suggestions
re: Winter Meeting Speakers or Summer Visits.

Stradsett Park Vintage Rally May 2nd & 3rd
Tractors: Reg Fletcher 01366 383134
Engines: Chris Martins 01485 542034
Cars, Trucks, M/Cycles John Moulis 01406 50412
Bygones, Trade Stands Ted Gray 01553 617653

Downham Market Carnival Monday May 31st
We will be entering a 'Vintage Tractor Parade'
and also Classic Cars and Motorcycles, maximum
10. Assemble at Haygates Mill at 12.30, departing
at 1.15. If you would like to take part contact
Peter Thorpe 07931577192

Friends of St Botolphs Tractor Road Run
Sunday 27th June.
This new event in our calendar will be based at
Manor Farm, Grimston, which is 5 miles east of
King's Lynn. The morning run will follow a route
south of Grimston before turning east and then
north to arrive in Great Massingham for lunch on
the village green. The afternoon route travels
north through Harpley to Anmer and on to San-
dringham before returning to Grimston via
Hillington. Those completing the run will have
covered approximately 22 miles. Most of the run
will be on relatively minor roads and offers some
glorious views over Norfolk countryside.
We will meet at 10am, set off at 10.30, with the
run drawing to a close around 4pm. Roger is plan-
ning to organise a bar-b-que at Manor Farm after
the run.
More information and entry forms from: Roger
Coe, Manor Farm, Grimston, King's Lynn, Norfolk
PE32 1BG tel: 01485 600334

Working Weekend: Oak Farm Stradsett
4th & 5th September contact: Malcolm Mycock
01366 500250

For more Vintage News and Views go to
our web-site: www.nvtec-ea.org.uk



*Any views or opinions expressed in this publication are those of
the author and do not necessarily represent those of the NVT &
EC East Anglia Group.*



Vintage Tractor Charity Road Run

Sunday 20 June

Based at Beachamwell
10 am for 10.30 am Start



The figure of 8 route
covers 25 miles and is
centred on The Dane at
Beachamwell between
Swaffham and
Downham Market.



Entry and
sponsorship
forms contact
Andrew Hunt
01366 388907

They will be open for
refreshments at the
start and finish.



roadrun@nvtec-ea.org.uk
or download from
www.nvtec-ea.org.uk

We also return there for
lunch where booking is
advised. 01366 328443



All tractors must and sponsored
to a minimum level of £10.00.

Frontier Agriculture Ltd is
donating a trophy that will be
awarded to the driver of the
tractor gaining the most
sponsorship



Supporting
Registered Charity 1083876

NVTEC East Anglia Group Contact details 2009/10

Mr Peter Thorpe: Chairman

01366 347678

p.thorpe5178@btinternet.com

**Mr Andrew Hunt: Treasurer, Stradsett Rally and
Tractor Road Run Organiser**

01366 388907 stradsett@nvtec-ea.org.uk

Mr Ted Gray: Secretary

01553 617653 kalif1@btopenworld.com

Mrs Chris Hunt: Membership Secretary

01366 388907 membership@nvtec-ea.org.uk

Mr Henry Howlett: Vice Chairman

01945 870575

**Mrs Shane Martins: Winter Meetings/Summer Visits
Organiser** 01485 542034 shanemartins@tiscali.co.uk

Mr Malcolm Mycock: Working Weekend Organiser
01366 500250

Mr Cliff Armsby: 01366 500 435

Mr Jason Armsby: 01366 500 694

jason.armsby@live.co.uk

Mr Chris Martins 01485 542034

Mr John Moulis: 01406 550412

Mr Reg Fletcher: 01366 383134

Mrs Vivien Gray: Newsletter Editor

01553 617653 kalif1@btopenworld.com

Laurel Bank, School Road, St Germans, King's Lynn,
Norfolk PE34 3DR