



VINTAGE TORQUE

MARCH 2012

Stradsett Rally - Are you ready?

Well there are only a few weeks to go until this year's Stradsett Park Vintage Rally so I hope you have all sent in your entry forms. Maxey Grounds & Co are again running the Saturday Auction which starts at 1:00pm so don't miss out on a bargain. We have a few changes this year including a bigger rally field, slightly different layout, separate static working display, added ring presentations, bigger beer tent which is open until late and ring-side seating. As well as all this we have a photo competition so be sure to bring your camera and get snapping. We have our own, ring-side NVTEC -EA Information Centre Marquee showing photos of some of last year's events such as the Stradsett Rally, the Road Run, the Working Weekend and other shows so come and say hello. Lastly, we will put on some Sunday night entertainment in the beer tent starting at 7.30pm until about 10.30pm so please come along and enjoy your self.

See you there. Gordon Carson

Rare Rock Island Heider Comes to England



This rare Heider Model D9-16 was purchased from The John Heider Sale (No Relation) in Monticello, USA on the 27th August 2011. It has now been imported and in the hands of Bryan Beba and Gordon Carson and will make its first appearance in England at this year's Stradsett Park Vintage Rally.

This early 1919 tractor was marketed as the practical tractor for the small or medium sized farm. This particular model is a smaller version of its bigger brother the Model C, it is rated at 9hp on the draw bar and 16hp on the pulley. The Model D could be equipped with a Rock Island No.9 Two-Bottom Plough mounted directly onto the rear platform of the tractor. The option to have a self-mounted plough, made by Heider - Rock Island, was the first of its kind.

37th Stradsett Park Vintage Rally

Sun 6th & Mon 7th May 2012

10am to 5pm

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Newark 2011

Malcolm Bush shown here in front of our club stand and having a good time at Newark. More on page two.



The Heider Model D is also equipped with a specially designed manifold which allows it to burn either kerosene or petrol and it also has the exclusive friction drive transmission with seven speeds forward or seven speeds in reverse. It is fitted with a Waukesha four-cylinder engine with a bore of 4.25 inch x 5.75 inch stroke engine which is moved forwards and backward for the drive. Just amazing!

Newark Vintage Tractor & Heritage Show 2011

The 9th Newark Vintage Tractor and Heritage show was held on Saturday the 12th and Sunday 13th November at the Newark Show Ground and this year the theme was John Deere. We were very lucky with the weather, although it was mostly over cast the sun did come out both days in the afternoon.

With over 1,400 exhibits on display it was another great show. The NVTEC East Anglia Group was there with a stand and a great display (see photo top of page.) From the left Terry Myhill's 1959 John Deere 830, next was Malcolm Bush with his John Deere LUC ex-combine engine and his model L tractor. Then came Gordon Carson and Bryan Beba with their 1921 International 816 Junior and their 1954 series three Turner. Stuart Bailey was next with his beautifully restored 1946 Fordson E27N and Mr Graham Doubleday was kind enough to bring along his 1964 John Deere 5010 that Malcolm Bush worked in the '70s. Malcolm was chuffed to bits being reunited with his old tractor (see photo next page); I think it brought back some good old memories of his younger days. Mr Ricky Kemp also brought his two stationary engines; the one on the left was a Jaeger 2s 1926 unrestored and his Petter M 1929 (which won a trophy last year at Newark show and was featured in the March Vintage Torque 2010). Although it was not on our stand, the John Deere 4020 that Henry Howlett used to own was at the show - Henry has been part of the NVTEC East Anglia for over 20 years (see photo next page).

Back at our stand we had a great attendance over the weekend from club members and from lots of people who attend Stradsett Park Vintage Rally, It was great to talk to people and to hear how much they all enjoy the rally and the beautiful setting it is in.

We were fortunate enough to win 2 trophies; one was for the 'Best NVTEC Members' Vintage Tractor' and the other was for the 'Best Vintage Tractor Restored to Original Manufacturers Specification.' Both trophies were for the International 816 Junior. This is great for the NVTEC East Anglia group.

I would like to say a big thank you to everyone who helped over the weekend especially Malcolm, Terry and Jon Moulis. I think everyone will agree we all had a great weekend.

Gordon Carson



Gordon Carson at our club stand holding the two trophies that the 1921 International 816 Junior won, shown below at Sandringham 2011



Below, Terry Myhill's John Deere 830, and Malcolm's combine engine John Deere LUC, Malcolm's John Deere model L



Finding an old work mate at Newark

The tractor and the driver are the same, *see top right and below centre*, but the difference is a span of about 40 years or so. Yes, that's Malcolm Bush on the right, reunited with the John Deere 5010 1964 (?) that he drove for Michael Towler on his farm in the '70's. Bought 2nd hand by Michael Towler of St Germans, it was used on his farm until being sold off in a farm sale in early 80's to a contractor in Hertfordshire. Later it was purchased by John Doubleday who is now the present owner. *Picture of Malcolm and Joan's 2 children, Ian and Jeanette and Malcolm on board, 1970's*. Also Henry Howlett came across the John Deere 4020 tractor he once worked, *picture below left*.



John Deere no.5 power-mower restoration By Darren Tebbitt

At the Club AGM, Viv asked if I could think of anything to write an article about for this edition of the magazine. Scanning through my photo files I found little of interest in the few rally photos I took last year, but I did find several pictures of my 2011 project- restoration of a 1947 John Deere no.5 Power Mower.

Purchase. The story begins back in 2002 when I attended a farm dispersal sale at Chippenham near Newmarket. The sale was an interesting one for it included several items of relevance to the collector of older farm machinery, principally a Matbro Mastiff 4wd tractor from the sixties, and a row-crop John Deere A from the forties. Estimates placed the Matbro's value at 15-20k but on the day a well-known collector from down south (who sadly is no longer with us) paid £37,000!

The John Deere on the other hand wasn't in as good condition - a non-runner, partly disassembled, and having lost its serial plate it sold for just £1100.

I wasn't interested in the tractor, but I was interested in what was residing on a pallet nearby. Covered in a rusty hue was the John Deere's work colleague- a 1947 John Deere no.5 mower. Speaking to the vendor, I learned the tractor and mower had both been bought together from F.A. Standen's Ely branch in 1948. Unfortunately, at sometime during it's retirement the mower had



*The tractor the mower worked with at Chippenham.
Does anyone know where it is now?*

The mower as I bought it with many parts missing



been robbed for parts. The power-shaft, slip clutch, and guarding was missing, the cutter bar shoe was broken, and the ground skids and prop stands were not present. But looking beyond what was missing- I could see the mower was straight, and did possess its correct brackets, and foot pedal; so I decided there was enough present to warrant a bid. I was successful in my quest, but with so many components, broken or missing, restoration could not be started until I had hunted down all the necessary replacement parts. I would most probably have to seek parts in the mower's motherland- the United States!

Over there, I knew parts would be plentiful: because the no.5 was America's best selling sickle mower, and in production for over 20 years! I knew the journey would not be an easy one, because although these mowers were imported here from 1936-49, only a few survive today.

Parts search.

The first part I sought was a new tyre and tube for the caster wheel, but alas I was told (by a local tyre supplier)- "that size is not available in the U.K."

Continued overleaf

Darren's Power-Mower Restoration continued from previous page

This was the first setback of many, but solved when I crossed the pond in 2004, because the tyre (or tire as they say out there) is readily available in the US and being modest in size, fitted easily in my suitcase!

I also found a new-old-stock cutter bar shoe, that too came back sandwiched between my laundry.

I made the mistake of taking new clothes, seasoned tractor collectors recommend taking old clothes that can be dumped when used- to make more room for spares in the case!

Back on topic, my big breakthrough on the parts side came when I bought another mower for spares from Denzil Mayes. Initially, we couldn't reach a deal on price! Forget 'Buy it now!' Hagglng is the name of the game in Methwold Hythe! But, after a few months of negotiation we managed to strike a deal. The spares mower is worthy of note in itself because it is the same model but different! There were so many options/accessories for the no.5; individual specifications can vary greatly. This mower was of similar vintage, but had been supplied to fit a Ferguson. This was not uncommon in 1947-49 because at that time Standen's sold both Ferguson and John Deere machinery side by side, but Ferguson had yet to introduced their own mower.

The John Deere no.5 fitted the Ferguson perfectly, bolting to the Ferguson linkage drawbar, - in fact it was much simpler to attach than the later Ferguson mower, although not as convenient to use.

In later years, this mower had been fitted a three-point-linkage frame to allow it to be carried instead of trailed- this required extensive bracing to the frame. This alteration didn't bother me as I didn't need the frame, I was principally interested in the cutter bar, slip clutch, and power-shaft.

A couple of months later, visiting the Antique John Deere Expo in Upper New-York State USA I found a new PTO guard for a no.5 entered in the auction. In the pandemonium, which is a US, style auction, I bid amongst wild shouting and waving of hands- no knowing exactly what was going on! Ten Dollars I thought? But after the hammer fell, auctioneer Delos Dann announced sold to bidder number 455 for One Dollar! Phew! What a result- a perfect new guard for a green back!

However, my travelling companion was less impressed with my bargain, 'and how are you going to undo those rusty bolts to remove the bracket?' I didn't admit it, but he had a point! The bracket would have to be removed before we flew home. But, this was day three of a fourteen-day vacation- something was bound to turn up!

Five days later the guard with bracket still sat in the rear foot well of our hire car, but at 4.50pm on day ten I spotted a John Deere dealer beneath a flyover we were crossing, a quick detour found ourselves in their yard just before closing time! What a top bunch of lads they were, they couldn't have made us more welcome, and when I asked to borrow a couple of wrenches- they offered to unbolt the bracket for me!

Slowly but surely, I was finding and acquiring the necessary parts for the mower, but still needed the telescopic PTO guard, a new pitman and parking stands. To my amazement- I found the telescopic guard in this Country- at a deceased collector's auction in Lincolnshire. It was included in a box of tractor parts, but available, as it was of no use to the buyer. But more was to come, the following year (2009) I bought a whole box full of no.5 parts at another farm auction in Lincolnshire! The final piece of the jigsaw fell into place when I visited the States in 2010 and found the two prop-stands on trade-stalls at tractor shows 150 miles apart!

Restoration.

In autumn 2010 the time had come to resurrect the no.5 mower. It still resided on the pallet on which it had been bought! How-

ever, being stored inside was no worse for its eight-year wait. I decided the first course of action was to ready the tractor. The extensive no.5 mower manual impressed the need for setting the tractor rear wheels at the correct track width to prevent running on the uncut grass, but whilst the maximum width was stated- the minimum wasn't? This might be an issue I thought, as our model A is set to 60 inches, and clearance between the mower frame and offside rear tyre might be tight?

Therefore, the first job was to repair the cracked brackets and attempt to mount the mower on the tractor.

Fingers crossed, I hoped the mower would fit with the tractor wheels at 60" because I didn't fancy trying to move them. Father said the tractor wheel track hadn't been moved in sixty years, and I know from past experience- John Deere wheels glue themselves to the axle with time! With the mower on a pallet truck I offered it up, and there looked about 2 inches to spare! Phew! That was close! Stripping off the mower then began in earnest. The plan was to complete mechanical repairs in winter 10/11 and be ready to paint in spring/summer 2011.

As I took the mower apart it became clear it had seen extensive service. The amount of wear present suggested a long and hard working life. In particular the swiveling caster wheel axle was badly worn! It was a good job I had Denzil's mower to fall back on for spares! Having been used on a Ferguson and carried when not in work, the bearings and axle were in good shape. There was also an unacceptable amount of play in the gearbox!

But, examination revealed poor workmanship in manufacture rather than wear! A sprocket was loose on a shaft despite the screw in stud being tight! This was because the dimple in the shaft had not been drilled under the stud! Once again, the problem was solved by substituting the assembly from the other parts mower.

Getting quite immersed in the mower I had forgotten about the damaged pitman! Could I find suitable timber to make a replacement? I e- mailed a mate in Upper New York State- who also owns a no.5; to enquire what wood he would suggest? His answer surprised me: 'A new no.5 pitman can be bought over the shelf at Tractor Supply Company for \$19.99. Would you like me to get you one?' Yes please! In less than a week: I had a new pitman ready for fitting!

Working slowly from the frame up, I had reconditioned the gear-box and fitted new oil seals. Of the two seals -one is a common size and readily available and the other unique to the mower but still obtainable from John Deere.



Next came the cutter bar assembly.

My original mower came with a 6' cutter bar, which was very rusty, and missing a few fingers; the second mower had a 5' cutter bar in better condition- so this was chosen for use. Any width cutter bar from 4'6" to 7 feet is correct for a no.5. But even the good cutter bar needed the sections replacing on the knife. Finding new sections for the knife proved quite a challenge- because of the hole spacings.

I never realised there were so many variations!



The finished mower complete with swathe board

None of the local agricultural dealers had sections to match, so I headed deeper into the fens and arrived at Boons's of Benwick, where Richard found me just enough in a box dated 1944!

It was now Spring 2011 and the mower was ready for painting, but I wasn't. I loaded the parts on a pallet ready for blast cleaning and left. In early July, Alan Newman shot blasted the mower back to bare metal, and immediately afterwards I applied five litres of paint. I left the paint a week to harden, and then commenced assembly.

The mower was finally finished on August 16th and had its debut at the Haddenham Steam Rally the following month.

I am hoping to bring the tractor and mower to Stradsett 2012- that is providing the ensemble will fit on my trailer! Darren Tebbitt

Editor: let's hope you get it there!

March 1, 1940 THE IMPLEMENT AND MACHINERY REVIEW 1017

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Advert from 1940

Building a Model of Henry Ford's 1918 Fordson 'F' Tractor Part 1 by David Bretton

The 'Model' story really starts in the mid 'seventies' after buying my first Ford 'T' car from a horse dealer in Ireland. After restoring the car, a 1919 tourer and enjoying rallying etc. I became hooked on Ford. The more I learnt about Henry, the more I became impressed with his entrepreneurial and engineering skills as well as his ideas for design and construction. I was just beginning to get the hang-of-things with my engineering company, things were going rather well so I decided I would like to restore a Ford F Tractor. Luckily I spotted a Ford 'G' for sale, in Ireland. Well, there is no such tractor, so I thought the man did not know what he was selling but he knew it was old. A quick call to Ireland, this time in the North! Amongst the questions I asked was 'Does the radiator have holes in it?' A clue to the model 'F' are the so called 'Ladder Radiator Sides' ie. Four square holes. The reply came, 'are to be sure, the radiator is full of holes!' I can tell you it took quite a while and many questions to ascertain that he was indeed selling a Fordson 'F' Tractor and an early one at that, a 1917. He turned out to be a scrap dealer based right on the border near Armagh!

To cut a long and very unbelievable story short, a few weeks later I took my Ford Transit truck up to Liverpool and crossed on the night ferry to Belfast, then on to Tynan to collect the tractor. With gunfire in the distance I cranked the tractor up scaffold boards onto my truck and with dues paid, left for the long journey home. Driving in Northern Ireland with a scrap tractor in the seventies is not to be repeated.

Months later with the tractor fully restored, running and starting beautifully I purchased a Ransome Motrac two furrow plough and spent many happy hours at ploughing matches and rallying. Later I was lucky enough to buy an Oliver two bottom plough of the correct era to match the tractor. However, I could never get on with this, you had to plough deep to keep the implement on the ground. This Ford F tractor was the success of the



engineer from about 14 years of age, the Tractor would make an excellent subject in that everything could be made to scale both inside and out and most of the model would show the detail involved. This project was finalised and put away in my future 'Things to do.'

About 1998 a start was made producing a set of drawings to scale of 3 inches to the foot. At the outset I decided to aim high and 'go for gold' at Model Engineering Exhibitions in the future. Detail and true representation were to be paramount in all aspects, running on petrol with the ignition system as a 'Ford T' and all gears working. A total of some 24, A1 size drawings were made to 1/4 scale using pencil and ruler. Once the drawings were completed and a start made on construction it soon became obvious that there were to be several changes to accommodate not obvious requirements, ranging from difficult machining operations to the problem of getting water to run through the sixteenth diameter pipes.

(Editor: details of construction of each stage, with photographs will be included in the next issues of Vintage Torque)

The model engine runs on petrol only involving many experiments to get to the final assembly, with the first running of the engine taking place in mid 2010. Finally, with the tractor fully completed it was entered in the Model Engineering Exhibition at Sandown Park in December 2011 and was awarded a Gold medal in its particular class, making all the effort of the last 12 years and 8,500 hours very worthwhile.



Ford production system and was the first mass produced tractor in the U.S.A. with over 500,000 being built before 1921. Having exhibited the tractor at various shows and ploughed many acres, I realised that being a model



Chairman's Chat

At the time of writing, end of January, we have come through one of the mildest and driest winters on record. What a contrast from last year, 'but wait!' I hear you cry. 'The Lynn Mart is still to come and February fill dyke, black or white' is still possible

This year sees a few changes within the Club activities. Gordon Carson has taken on the mantle of Stradsett Rally Organiser, bringing a few fresh ideas. Also, due to re-organised fencing on the park, extra space has been created allowing for subtle changes to the layout.

Editorial

Have you got a mobile phone? At one time I thought I would never get one but then I did and now, if I go out without it I feel quite vulnerable even though I hardly use it. Some people have given up their land-line in favour of their mobile. I'm not ready to do that yet! Do you have a computer and send messages by email? If there is a power cut my first thought is for our computer though I still remember my nervousness when going on a course a few years ago to learn how to operate one. Innovation is a marvellous thing. Thursday's January Winter Meeting speaker, Steven Pope, gave us an insight into life on a Victorian farm, working with horses and with the whole village turning out to help with the harvest. Hard work in those days, short work for a combine harvester nowadays.

For some individuals coping with change can be quite tricky. People are different, thank goodness. Some people thrive on change whereas others need to be per-

The Summer Road Run has a new venue offering weekend camping and a chance to look over different hedgerows and fields.

Unfortunately, unlike old tractors, we cannot dismantle tiring humans and restore like new. This means that we need to take on replacements from time to time. Also this new blood stimulates and helps keep the Club vibrant and moving forward. So if any of you feel you could help fulfil this need, please speak to any of the committee members.

Peter



Membership Matters

Hi Everyone

A very belated Happy New Year.

As its 2012 now you will be aware that you should have sent me your membership fees.

If you have had a letter asking for your membership payment that means you have **not sent** it back to me. We have been very lucky and not had any changes to the fees so enjoy 2012 knowing that it's the only thing that has not gone up. **Please** tell your friends about the NVTEC and get them to join I still have some spare time to fit more processing in. I have another **please**, that is to make sure you use the correct postage when sending in your forms as I have had some extra postage to pay on some returns. Thank you!

Stradsett is the 6-7 May this year so get your entries in and make it a good week end.

Just remember that there is all sorts of things going on to join in, so please fill your forms in be safe and enjoy.

To All those who have not been well keep your chin up we will be thinking of you.

14 The Paddocks, Downham Market, Norfolk PE38 9JA

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Chin

suaded to experience it. Some people will also resist change quite adamantly. I find this sad as it creates barriers.

As Disraeli said, '*Change is inevitable in a progressive country, Change is constant.*'

So yes, Stradsett Rally is undergoing some changes in trying to adapt to the evolving needs of the individual exhibitor and the visiting public whilst retaining the solid format that Andrew Hunt has built up over the last 20 years. Think back those of you who were there, to those first few rallies and how it has changed over the years. Throughout these changes it has been important to remember where we are going. As Alice said to the Cheshire Cat, '*If you don't know where you are going, any road will get you there.*'

Gordon's philosophy about the rally is, '*To conserve our Heritage of Vintage Machinery.*' Running a rally is a critical challenge as Andrew knows well. It needs a passionate champion backed by a dedicated team. This we have had and now we have a new, passionate champion who can make decisions and engage the team to support him in putting on another successful Stradsett Rally.

I do hope you will enjoy the rally and that if you have any suggestions for future rallies, you will give them either to Gordon or one of the team. We can always make some changes for next time!

Finally, once again a 'BIG THANK YOU' to all those who are contributing to this news letter. Please keep sending me your pictures and stories of all things vintage. There's some clever stuff going on out there! Viv

Club Clothing

NEW LINE! Fleece Gilets with zip pockets and Zip-up Fleece Jackets, colour: Convoy grey, with club logo.



Baseball Caps, Polo Shirts, Sweat Shirts, Black Shower/Wind Proof/Fleece Lined Jackets all with Club logo, also Laminated Log Sheets. Order now in time for the rallying season.

Phone Viv for your requirements, 01553617653



For Sale Two Gallon Petrol cans mostly restored to make good Rally exhibits. Prices from £10. contact: Grahame Bacon . Tel 01328 820225 after 6pm.

What's On Elsewhere

Vintage Horticultural & Garden Machinery Working Day
25th March Stanfield, Norfolk 10.30am start Entry fee £6 per tractor on the day. Contact: A. Hall 01328 851571

Little Downham Bygone & Organ Extravaganza (near Ely at the Village Centre 31st March 1pm to 5.30pm In aid of MAGPAS Contact: Trevor Brown 01353 778830 after 7pm

Cottenham Road Run 15th April
contact David Smith 01223 237296

Road Run Sunday 6th May from Bawdeswell Village Hall, travelling through country lanes to a pub stop for lunch. (provided in entry price) then back via lanes to the village hall for tea. £10 per tractor £5 passenger. Contact Tony Hood 01362 688218 email: tony.hood3524@btinternet.com

Belvoir Castle Steam Festival May 19/20th
Paul Appleton contact 01780484630

Woolpit Steam Show May 26/27th
Contact D. Seeley 01359 241886

Euston Rural Pastimes 10th June
contact Adrian Hoggett 07504335949

Hockwold Country Fair Sunday 17th June at Wilton Farm
contact Judy Webb 01366728776 mob: 07895787076 entries by 17th April

Holbeach Vintage Rally June 16/17
Alan Thacker contact 01406 362524

Friends of St Botolphs Tractor Road Run 24th June.
Following the successes of previous years we are again holding the rally 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 Sandringham 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 planning to organise a bar-b-que and hog roast 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

Heckington 29th July contact Mrs S. Granton 01529 461823

MAGPAS Yesteryear Vintage Bike, Car & Tractor Road Run Sunday August 5th Can you help with this event? Contact debbie@magpas.org.uk or 01480371062 mob: 07876507839

Hilgay Vintage & Country Show August 11 & 12th Farming Demonstrations thro' the Ages P G Bates 01366387988

Lincoln Steam & Vintage Rally August 18/19th contact Glyn MacDonald 01507605937

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

or for people to find us on Facebook they can simply enter this in the address bar:

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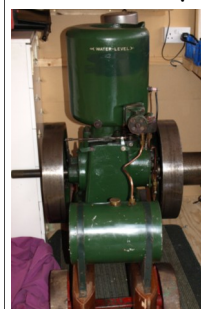


Earls Barton Rally & Country Fayre
August 25/26/27th contact Miss C Randall 07826305241

Sandringham Game & Country Show September 8th/9th
Clive Richardson contact: 01945 860224 Mob: 07789266423

For Sale Due to a bereavement:
3 stationary engines also a Weir DC Generator £60. Contact: Kevin 01406 423981

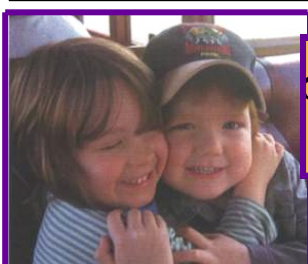
Lister Junior 5hp £250 ono,



Wolseley 1.5hp 11103 £120 ono



Lister D 128511
£120 ono



Thursday 12th January was the farewell to 6 year old little Lewie Fisher, (shown here with his cousin, Ethan) grandson of Barbara and Clive Slaughter, members of NVTEC for several years. Lewie who lost his fight for life after a 2 year illness, loved tractors so Malcolm Bush and Neville Websdale escorted the funeral procession with Clive's Farmall and Ford 4000. Clive said that Lewie would have been delighted to know that the tractors had accompanied him on his last journey. *'When you are feeling sad or a little blue, Look around and you'll see, I'm here with you.'* Rest in peace little one. Malcolm Bush



Jackie Woodhouse

Our group lost a good and true friend on January 6th when Jackie lost her battle with cancer. For many years she supported husband Martin in his roles as Membership Secretary and Rally trade-stand steward. In more recent times she could be found keeping the rally gate steward team supplied with tea and coffee. We, and other organisations, benefitted from Jackie's style of, whilst not taking a leading role, being always there ready and willing to help. You only had to ask! Andrew Hunt



Stradsett Park Vintage Rally May 6th & 7th Auction by Maxey Grounds & co 5th May
 Tractors; Reg Fletcher 01366 383134
 Engines: Clive Richardson 07789266423
 Cars, Trucks, M/Cycles John Moulis 01406 50412
 Bygones, Trade Stands Ted Gray 01553 617653

Downham Market Carnival Monday June 4th We will be entering a 'Vintage Tractor Parade' and also Classic Cars and Motorcycles. Assemble at Haygates Mill at 12.30, departing at 1.15. If you would like to take part contact Peter Thorpe 07931577192

Working Weekend: Oak Farm Stradsett 1st & 2nd September contact: Malcolm Mycock 01366 500250

March 15th Winter Meeting at Ryston Golf Club,
 Tanks to Tractors with Stuart Gibbard, Bring your friends too!
This is the last meeting as arranged by Shane who has given us some very interesting evenings. Thank you Shane. Peter Thorpe will now resume this task and he would be pleased to receive any suggestions for guest speakers. Apologies to anyone (especially Denzil and Nanette) who experienced difficulties explaining to their other half why they were going out to the club meeting on January 19th. Oops! Editor

NVTEC East Anglia Group Contact Details for Officers and Committee 2011/2012

Mr Peter Thorpe: Chairman, Winter Meetings Organiser
 01366 347678
p.thorpe5178@btinternet.com

Mr Ted Gray: Secretary, Stradsett Trade Stands & Bygones Organiser 01553 617653 kalif1@btopenworld.com

Mr Gordon Carson: Stradsett Rally Organiser, Road Run Organiser and Publicity Officer 01945 880091
stradsett@nvtec-ea.org.uk

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Vintage Tractor Charity Road Run

Sunday 17th June 2012

**Based at Walpole Highway
 10 am for 10.30am Start**

The Road Run will begin at Cedar Lodge, Walpole Highway, Wisbech, Cambs, PE14 7QT. Camping will be available from 12am

on Friday 15th June until 10am on Monday 18th June. All campers are invited to the BBQ on Saturday Night on the camping field.

All tractors must be 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.



For Entry and Sponsorship forms contact

Gordon Carson 01945 880091
 David Askew 01945 430481
 Download one from www.nvtec-ea.org.uk

Supporting Registered Charity 1083876



Auctions

www.maxeygrounds.co.uk

**MAXEY
 GROUNDS
 & CO**

Auction of Vintage Tractors Machinery & Spares

**At Stradsett Hall, near Downham Market,
 Norfolk PE33 9HA**

On Saturday 5th May 2012 at 1.00pm

In conjunction with

**The Stradsett Park Vintage Rally
 6th & 7th May**

Entries invited of good quality items

For an Entry form contact the Auctioneers:

**Maxey Grounds & Co LLP, 20-24 Market
 Place, March, Cambridgeshire PE15 9JH**

01354 652502

auctions@maxeygrounds.co.uk

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