



MARCH 2013
Editor Viv Gray

Vintage Torque

A New Look at Stradsett Rally

On 5th and 6th May 2013 we will hold our 37th vintage rally at Stradsett Park by the kind permission of Sir Jeremy and Lady Bagge. The venue may not have changed but many things about the show will have. The rally has been organised for the last 20 years by Andrew Hunt who stepped down in 2011 at which point he passed the helm to me, Gordon Carson. Both with help from Andrew and the rest of a very supportive committee, we organised what was looking to be a great show in 2012 but unfortunately we had to cancel due to the bad weather. My full intention was to take over from Andrew and run for 2012 without too many changes but that wasn't to be and during the year changes have come my way without me having a choice. One of the reasons for these changes is that since 2011 we have lost several services through retirement etc. However, hopefully this will make the 2013 rally even more exciting.

For 2013 we have a bigger rally field which has allowed us to have more catering, tractors, trade stands, bygones, horticultural, stationary engines, cars, motor cycles, vintage caravans, ex-military vehicles, vintage Land Rovers and commercial vehicles than we have ever had before. We also have an 80' x 40' (24m x 12m) marquee for the bar and entertainment. The bar will provide an ample amount of tables and seating and will be reasonably priced at local pub prices. The 13th Alabama will be replaced this year by the Hoods Texas Brigade UK and I am sure they will put on a marvellous display. Colin Hollwell has been the sole commentator for many years but this year he will be supported by fellow commentator Michael Hart with Terrance Waller doing all the announcements throughout the weekend. There will be a static working/demonstration area showing stone crushing, thrashing and wood cutting. Seating around both rings will be provided for both the visitors and exhibitors comfort and the 'much requested' extra toilets will be in place. The fairground will include children's rides, trampolines, swing boats, human hamster balls and much more to keep the young at heart entertained. We also have our very own staging area where on Saturday evening there will be music playing via a disco and Sunday we will be entertained by Peter J Hammond the vocalist.

Our NVTEC-EA information centre will be situated this year in a ring-side marquee where people can come along and not only see photos, etc of other events run by the club, such as our Summer Road Run and



37th Stradsett Park Vintage Rally

Sun 5th & Mon 6th May 2013
10am to 5pm
Adults £5 - Children Free

A Great Family Day Out





Supporting **Break** All about Caring

- Bar-
- Trade Stands-
- Ring Displays-
- Fair Rides-
- Catering-

Sponsored by **Supreme Windows**

Where the A134 crosses the A1122
East Of Downham Market, PE33 9HA

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

Autumn Working Weekend, but also view the trophies, browse over our club clothing and, for non-members, have the opportunity to join our club - so please pop along and say 'hello.' There will be a photo competition run by Andrew Hunt so be sure to bring along your cameras to snap that special shot. Our raffle will be drawn at the trophy presentation on Monday the 6th May where some lucky winners will each win one of our six cash prizes. First prize is £500.00 so good luck. This is a great day out for all the family and at only £5.00 per adult and all children under 16 free you can't afford to miss it. *Gordon Carson*

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. 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!

Visit to the Massey Ferguson Factory and Tractor Mania

On Thursday 18th October Bryan and Grace Beba and I travelled to Peterborough at 6:30am where we met a coach organised by Peter and Jane Love of P & J Tours who organise tours all over the world to all sorts of show, sales and special events. The coach had started at the East Midlands airport and picked us up on the way and the last pick up was at Canterbury before making our way to Folkestone where we boarded the train for the Euro Tunnel to France at 12:50pm. Once we arrived in France we travelled to our first hotel at Beauvais, France. We checked in and freshened up and was then soon on our way to a very pleasant Poivre Rouge restaurant where everyone seemed to enjoy their evening meal.

The next morning we had only a short journey to the Massey Ferguson factory in Beauvais. We arrived at around 8:15am (Central European Summer Time) and were soon made very welcome. Our tour guide was Yoann Marchand who was the visitors experience manager who spoke much better English than we did French.



The 2,500 hector factory opened in 1960 and produces tractors from 75 - 370 hp with 85% of all Massey Ferguson tractors being produced there. The factory has over 2200 employees and between 6000-8000 people visit every year from all over the world. This factory alone has a daily target to produce 88 tractors Monday - Friday. That means amazingly one Massey Ferguson tractor leaves the factory every 5 minutes. We left the factory after having lunch at 2:00pm which means that in the time we were there around 69 new Massey Ferguson tractors were built and shipped out which is simply amazing. However in 1957 Ford were producing every 3 and a half minutes but they were not quite as complex as the ones made today.

Massey Ferguson exports tractors to over 140 different countries however the vast majority go to France, North America and the UK. The factory imports more than 2,500 tonnes of cast iron products per year. They then go to be machined by one of 7 very large automatic machines costing over 8 million euros in total. Each machine has over 200 tools of all different shapes and sizes each of which has a form of memory card which record everything it does. Every part is marked by the machine so that if there is a problem then they know which machine made the part therefore it can then be rectified quicker, easier and more cost effective. Each tractor is stamped on the chassis with a serial number which is made up of a letter and 6 numbers. The letter denotes the year and 2012 is stamped with a C then the numbers denote the day of the year it was built and the number of the tractor built on that day so the last tractor made whilst we were there would have had the serial number C292069. The factory has more than 500 different suppliers of parts and associated items. The wheels and tyres set yet another task for the factory as all the tractors built are made to order they do not build them for stock so they have to fit which wheels and tyres etc that the cus-

tomers has pre-ordered but with over 300 different combinations of wheels and tyres this is a logistics nightmare.

Having left the factory at 2:00pm we made our way south to Chateauroux where we again had our evening meal at another



Poivre Rouge restaurant and then stayed at a Best Western Hotel. On the Saturday morning we travelled 225 miles to the main event of the weekend, the Tractor Mania show at Caussade arriving about lunch time where we parked just off the motorway and then walked about a mile and a half to the show. At the show we all split up and went our own way. The Tractor Mania was much like a huge old Sudbury sort out. There were dozens of stalls selling all sorts from a nut or bolt to a complete tractor, motorbikes, stationary engines, vans, trucks and even farm implements.

I took a liking to a very nice International Harvester 6' seed drill which had been converted to a 3 point linkage from the original horse drawn draw bar. The type 350 no.4051F was in



superb original condition and would have looked great behind our International B275. Bryan and I had been looking for two 3" greasers for our International Titan for some time and there was a box full of them for only 5 euros each so we bought 10 just to be safe. Several other people on the coach purchased parts including a magneto for a French Austin tractor and a fuel tank for Cletrac Crawler. If you knew what you were looking for then it was most probably at the Tractor Mania. The show is split into two parts with the second being about a mile further into town where they had taken up the

centre area with some old tractors including a Row Crop Silver King, several old Peugeot and Citroen cars, rope making, a steam driven automatic clod making machine, a straw hat making press and even a steam driven stone crusher.

After some light refreshments at a local bar we made our way back to the main section of the Tractor Mania. This annual event was started back in 1991 by Mr Claud Appelack and has grown over the years to become a very well-known event. We left the show at 6:00pm and travelled to our Ibis Hotel in Toulouse which is the 3rd biggest city in France but by far the biggest in the south of France. After spending that evening at the hotel we left at 8:00am to return back to Caussade to have a second chance to walk around the Tractor Mania just in case we had missed anything. Unfortunately we left the hotel in torrential rain and arrived at the show in the same weather. With our water proofs on and umbrellas out we all set off again around the show, fortunately the complete show is in the town so it was all on good hard standing but thankfully it soon cleared up and we all seemed to have had an enjoyable morning.

We left the show at 12:00 noon and started our journey back towards Calais but on the way back we took a small detour to Vierzon to see the old disused Société Française Vierzon (SFV) single cylinder tractor factory which was closed in 1962 by J I Case. Looking in through some missing bricks you could still see several old agricultural machines including a combined and thrashing drum. Also just the other side

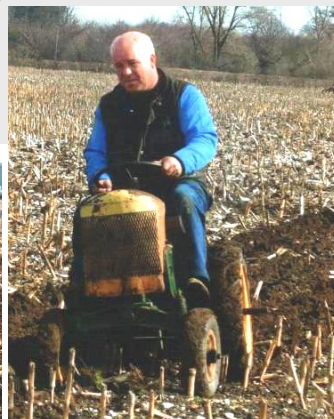


of the road was some huge old furnaces which undoubtedly formed part of the factories foundry. It was only a 15 minute stop and we were soon on our way back again heading for our hotel in Orleans. Monday morning we left for home at 6:30am sharp. Unfortunately the Euro Tunnel trains were all delayed due to some early cancellations so we had an hour and a half wait and caught the 3:50pm train through the tunnel. We arrived back at Peterborough at 6:45pm having travelled over 1600 miles. It was a great experience and I look forward to seeing everybody again at Stradsett Park Vintage Rally on 5th and 6th May. *Gordon Carson*



The 3rd Vintage Horticultural and Garden Machinery Working Day

This event took place at Stanfield in March 2012. There were about 40 machines with everybody having a great day. £600 was raised for the East Anglia Air Ambulance. The next event is on Sunday 24th March, 10'30 at Stanfield on the B1145. See What's On page 7 for contact numbers. *Far right: Steven Hall on his Trojan, below: Jim Wakefield on his M-G, Ian Thompson's American Garden Tractor, Malcolm Bush on Terry Myhill's Garden Tractor, Pictures sent in by Ian Thompson.*



Shrewsbury Steam Rally by Darren Tebbitt

Local shows and club events are great- because we not only get to rally our exhibits, but we also meet up with friends, although we might spend so much time talking that we don't get to see much of the show! But chances are we have seen most of the exhibits before so are not missing out on seeing something different. However, every once in a while it is good to jump in the car and venture to pastures new, to a rally we haven't been before- where everything is new.

A show I'd heard good reports about was the Shrewsbury Steam Rally that's held on the outskirts of the town at Onslow park. However occurring during the August bank holiday weekend, it's timing is not exactly ideal for someone like me who is engaged in agriculture -occurring as it does in the middle of harvest! But, as the weekend approached I thought- if the weather is wet I might get chance to go! And of cause being 2012- it was wet!

Early on the Sunday morning I set off, and in a little under three hours I was on the outskirts of the Shrewsbury bypass and looking forward to the imminent sight of marquee tops and steam engine smoke wafting across the carriageway. But a flurry of brake lights ahead spelled congestion and stop-start progress for over an hour! Never mind, it was a Sunday, the sun was shining, it was fine overhead, I was almost there! Through the gate- I could see why the rally had received such glowing reports. Here was a show of mammoth proportions with something for everyone, and with the best Rally programme ever- 44 glossy pages in full colour!



As I passed the main ring there was a parade of perambulators taking place suitably propelled by ladies in period costume- where else would you see that?

Passing over a hundred cars (*see a lovely Austin Metropolitan opposite page*) and an equal amount of motorcycles and commercials I arrived at the engines and tractors. The static display featured 98 tractors in two roped off arenas on the hillside, and facing



them were 96 engines in a separate compound. There was an excellent diverse selection of tractors, in addition to the familiar Brits, there was a few lease-lend American's and one or two recent imports from the continent such as a 1958 Vendevre 500 and a Zetor 25A. Of particular interest to me was a 1950 Nuffield Universal which must have been supplied from the same dealer on the same day as a Morris Oxford car my grandfather used to own- the two having consecutive number plates! Perfectionists of perfect paint could drool over a New-performance Fordson Super-Dexta which looked magnificent.



It was soon time for a brew, and in this aspect I was much impressed- for the organizers had spread small catering vans around the site rather than putting them all in one place. The big operators were near the beer tent offering a good choice of wares- but having smaller tea vans around the site meant you were never far from a 'cuppa.'

Suitably refreshed, I made my way to the working area. At some rallies it is difficult to entice tractor owners to work their machines but not here- for the working area is over populated and a limit has been put on participation! In the working arena there was no less than a total of 115-wheeled tractors, 11 crawlers and 10 horticultural machines. With far too little space for all the machines to operate simultaneously, drivers were 'having a few rounds' when space was available, and otherwise parking near the rope so spectators could view their machines at close quarters. It was good to see 14 pre-1930 tractors cranked up and doing their bit, just as it was to view the harvesting section: with reapers, binders, trailed combines and balers in action.

There was also a display of Shire horse ploughing at a safe distance from the tractors.

A pair of Series one land rover's- one complete with three-point-linkage and the other equipped with a mower and saw

bench made an interesting static exhibit. And the Cheshire branch of NVT&EC was in attendance with their club stand.

Finally, at the far end of the field, there was a tractor pulling course where 25 pullers were attempting to tow the sledge furthest.

A report on this splendid show would not be complete without a mention of the Steamers- of which there were 67, as well as four very interesting Stanley Steam cars dating from 1909/10. Amongst the steam lorries I found an example that ran out of steam outside our farmyard en route to a rally back in 1989. I towed it in to safety that night and helped the driver steam it up in the morning. I hadn't seen it since- (it having lived



overseas and been off the road), but now fitted with a new boiler and repainted it looked superb.

Having spent so much time looking at exhibits, I'd little time left to rummage through the enormous trade area, but perhaps that was not such a bad thing- it was after all easier on the pocket!

In summary, Shrewsbury is an excellent rally, but probably best enjoyed over two days rather than rushed in one. **Darren**

Building a Model of Henry Ford's 1918 Fordson 'F' Tractor the final part by David Bretton

Ignition is a four wire timer system to replicate exactly the trembler coil ignition on the prototype. The timer on the end of the camshaft has two Hall Effect sensors in the case and two very small permanent magnets on the end of the camshaft. Advance and retard is the same as the prototype and controlled from the dash panel.

The radiator core is made from brass, there are some 84 fins in 12/1000ths of an inch thick brass with some 40 holes punched into each one. These were done using special drill rod punches in chuck in drill press, in conjunction with a gauge plate bottom jig and die. Brass tubes are used and the hole lot tinned where required, then assembled with 860 pre formed 18 swg wire spacers in between fins, almost invisible on assembly to give full air flow. Finally the above was positioned in a special jig for soldering. It works beautifully.

The engine has been run for approximately 30 hours and will start on the handle as shown. The various brass pet-cocks were made using home made tapered 'D' bits.

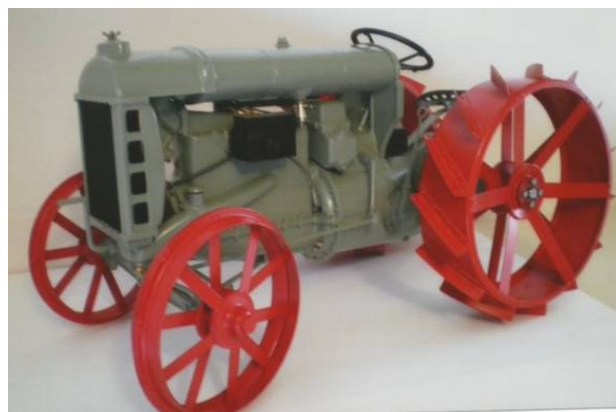
All the gears were cut using involute cutter on the vert mill. The gear box is 'constant mesh' with sliding pinions etc. The gear lever and selectors are exact scale of the tractor.

The worm was cut on the Myford using a temporary chain drive to gearbox to give the required pitch. The worm wheel was machined from bronze casting with the dividing head angled to give correct helix angle.

The splines on the axle shafts were cut with home made double and single cutters in a two pass system.



Many special jigs and fixtures were used to hold castings in Myford for machining. The front flange on the gearbox housing was done with a special fly cutter held in face plate. The fuel tank is rolled from 12/1000th of an



inch thick brass sheet, swages were rolled in, in the lathe. The fuel outlet was beaten out into a hardwood former before rolling.

All wheel trims were made from flat sheet. First each rim was cut out as a conical segment from a developed cone, then rolled round to form a truncated cone and the seam fully welded and ground. A disc was cut out matching the rim diameter of the wheel. The welded conical rim was then pressed into the hole in the plate and the disc pushed in to lock the rim in place. All was bolted down to the work bench top with the height of the rim above the plate. This was then beaten over gradually all the way round until flat on top of the plate. To give final shape of each rim the weld needed to be good to edge of rim to avoid splitting in this process. It all sounds very easy now, but it wasn't!

Many, many special tools, jigs, fixtures, some fairly dangerous in their use to achieve end results. Some 8,500 hours have been spent over the past 12 years on this model with the aim of replicating the prototype in every detail, both inside and out. All of the hex. Studs and bolts were made to Henry Ford' specification ie. Deeper heads etc.

The model was entered in the Model Engineering Exhibition at Sandown Park in December 2011 and was awarded the Gold medal. This qualified David to enter the Duke of Edinburgh Challenge Trophy in 2012 which he won.

Many Congratulations

Chairman's Chat

A New Year has begun and one which we hope will bring more "normal" weather so that us farmers can work in better conditions and also that the numerous rallies and outdoor events that had to be cancelled last year can take place in the coming months.

I wish to thank all those who have now stepped up onto our Committee and to all those who have stepped down. They have all done sterling work in the past, and their work and

commitment has been very much appreciated.

I am also chairperson of another local committee and on the odd occasion the dates of the Thursday meetings clash. If I am not able to attend a meeting, Peter has offered to deputise for me.

Henry



'Friends of Stradsett Park Vintage Rally' Wanted

On the front page of this newsletter I talked about changes to Stradsett Rally. One other change that has been brought upon us by circumstances is the supervision of the entrance. This year people will not pay as they come in their cars. Pauline Petch and her team of cadets will still control the car park and the parking. However the public will pay at the entrance to the rally field after parking and for this we are

looking for volunteers, whether that is a member, a partner or a friend. We will look to have 2 people at a time manning the gate but they will rotate every couple of hours or so depending of course on how many volunteers we get etc.

If you, your partner or a friend would like to help then please contact me on 01945 880091 / 07860 658767 or email me at Stradsett@nvtec-ea.org.uk and become one of our 'Friends of the Stradsett Park Vintage Rally'. *Gordon Carson*

For Sale

Model Engineer Magazine, weekly, 9 years from 1955 About 450 copies £10 buyer collect.

Also

Model Engineers Workshop magazine, bi-monthly from 1990 about 30 copies £10 buyer collect

Contact Kenneth Oatey 01362 692157



Redex Glass Forecourt Dispenser £55 Castrol Oil Dispenser £45 Various 1pint and 2 pint oil bottles and Various 2 Gallon Petrol Cans all in Restored condition. *Grahame Bacon 01328 820225 after 6pm.*



Congratulations to Jim and Mel

Family and friends gathered on 16th February to witness the exchange of wedding vows between Jin Wakefield and Melanie Wright. Laughter is always heard when Jim and Mel are about and this was no exception with Mel presenting Jim with a ball and chain instead of a ring, *see picture*. The reception was held at The Wheel with a sumptuous carvery. The Best Man, Matthew Hoy caused more laughter with another special presentation for Jim, *see below*. We wish them many more laughter filled days together. *Viv*



Correspondence

Friends of St Nicholas' Chapel, King's Lynn sent this letter of thanks to Malcolm Mycock, our Working Weekend Organiser.

Dear Mr Mycock

I am writing to thank the local group of the National Vintage Tractor Club for their donation to the Chapel restoration appeal, which has been passed on by Sir Jeremy bagge following your ploughing weekend at Stradsett. Your donation is extremely welcome—and is part of the tremendous goodwill that we have experienced from individuals and societies in West Norfolk.

As you will know from the publicity that the EDP and the Lynn News have generously given, we fell we are on the 'last push' towards the £210,000 target for voluntary donations to set against more than the £2 million we are expecting from the Heritage Lottery Fund. It is a very good ratio of input to benefit sums, but an incredibly hard year in which to be seeking such an amount.

The Friends and the Churches Conservation Trust are most grateful, and please tell your members. We have to line up the funding by January, but the project will not get confirmation of the final Heritage Lottery grant until the end of March; the scale of the work is such that the Chapel will then be closed from September 2013 until June 2014.

Yours sincerely Adrian Parker

Another win at Downham

David Askew with the trophy that he won at Downham Market Carnival for his Fordson tractor. Sadly, Peter Thorpe announced at the January Committee meeting that there will not be a Downham Market Carnival this year.



What's On Elsewhere

Tractor World Show 2nd & 3rd March Three Counties Showground, Malvern Worcestershire

Day Trip to Coventry Saturday 9th March 2013.
Coventry Transport Museum 10am admission free
Frank Wittle Air Museum 2pm Free admission
Coach £11.00 Phone Roger 01366 377464 for more details.

4th Vintage Horticultural & Garden Machinery Working Day 24th March Stanfield, B1145 Norfolk 10.30am start Entry fee £8 per tractor on the day. Contact: A. Hall 01328 851571, Ian Thompson 01328700475,

Little Downham Bygone & Organ Extravaganza (near Ely at the Village Centre 23rd March 1pm to 5.30pm In aid of MAGPAS Contact: Trevor Brown 01353 778830 after 7pm

Eastern Counties Vintage & Heritage Spectacular 20/21st April Norfolk Showground contact G.Baldrey 01986 895133

Road Run Sunday 12th 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 £6 passenger. Breakfast can be requested at extra cost- Contact Tony Hood 01362 688218 email: tony.hood3524@btinternet.com

Roger's Spring Holiday Break to Northern Ireland 15th to 21st May 2013

Itinerary to include the Royal Ulster Agricultural Society's Balmoral Show, also boat trip on Belfast's River Logan, The New Titanic Centre, The Harry Ferguson Memorial Garden, Ulster American Folk Park, Flying Boat Museum, Ulster Folk and Transport Museum, (exhibits include Harry Ferguson's achievements in aviation) the Ards Peninsula and Aquarium at Portaferry. Visit to the Collections of Gerry King at Ardee and John Hanlon at Cooley in the Republic of Ireland and Ron Deering. The programme will include return journey by coach and ferry crossings, 5 nights at the Adare Arms Hotel with breakfast, evening meal and evening entertainment. Cost £380.00 per person.

Full details, booking information and collection points please call Roger Thulbourne 01366 377464 or write to Fergie Place, 6 Lynn Road, Sothery, Downham Market, Norfolk, PE38 OHU

Burghley Game & Country Show 25/26/27th May contact Clive Richardson 07789266423

Hockwold Country Fair Sunday 2nd June at Wilton Farm
contact Judy Webb 01366728776 mob: 07895787076 entries by 17th April

Friends of St Botolphs Tractor Road Run 23rd June. At Manor Farm, Grimston, 5 miles east of King's Lynn. The morning run will follow a route south of Grimston before arriving in Great Massingham for lunch on the village green. The afternoon route travels north through Harpley, Anmer and Sandringham before returning to Grimston via Hillington. Those completing the run will have covered approximately 22 miles. We will meet at 10am, set off at 10.30, with the run drawing to a close around 4pm. Roger is organising 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, tel: 01485 600334

Holbeach Town & Country Fayre 15/16th June King's Field, Barrington Gate Field contact Mr Alwyn Chilvers 01406370366

Long Melford Vintage Rally 6/7th July Long Melford Hall, Sudbury, Suffolk contact John Morton 01787 371843

Narborough Village Fair Sunday 21st July 11am-4pm
contact Maureen Burchell 01760 337613
email maureenburchell@btinternet.com

Hilgay Vintage & Country Show August 10 & 11th Farming Demonstrations thro' the Ages. contact Peter Bates 01366 387988

Earls Barton Rally & Country Fayre August 24/25/26th contact Miss C Randall 07826305241

Sandringham Game & Country Show September 7th/8th
Clive Richardson contact: 01945 860224 Mob: 07789266423

Newark Vintage Tractor Show November 9th & 10th

Membership Matters

Hi Everyone

A very belated Happy New Year.

As its 2013 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 had a rise in fees for 2013, £2.50p in fact made up of £1.00 for the national levy we pay and £1.50 for the East Anglia group part which is us.

Please tell your friends about the NVTEC and get them to join. I still have some spare time to fit more processing in.

Stradsett is the 5-6 May this year so get your entries in and make it a good week end.

Just remember that there are all sorts of things going on, 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

☎ 01366 388907

email membership@nvtec-ea.org.uk



Chin

Club Clothing

NEW LINE! Lightweight padded Body Warmer with club logo, in navy or olive green. £18
Baseball Caps £5.70, S.S. Polo Shirts £11,
Sweat Shirts £15, Black Shower/Wind Proof/Fleece Lined Jackets £25, Quality Fleece Gilets £20 and Fleece Jackets £25, Boiler suits, zip or stud closure £18 all with club logo. Separate, 'sew on' Embroidered Club Logo, £2.50 Some items are in stock, orders take approximately 3 weeks. Order now in time for the rallying season. Do you have a special clothing request? If so, phone me, Viv, for your requirements and I will make enquiries at the wholesaler. 01553617653



NVTEC East Anglia Group

Contact Details

for Officers and Committee 2013

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01945 870575 orchid-lodge@yahoo.co.uk

Mr Ted Gray: Secretary 01553 617653

kalif1@btopenworld.com

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stradsett@nvtec-ea.org.uk

Mrs Chris Hunt: Membership Secretary

01366 388907 membership@nvtec-ea.org.uk

Mrs Jayne Carson: Treasurer 01945 880091

Mr Gary Good: Safety Officer

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Mr Malcolm Mycock: Working Weekend Organiser

01366 500250 caramal52@yahoo.co.uk

Mr Peter Thorpe: Winter Meetings Organiser

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Mr John Moulis: 01406 550412 jonmoulis@aol.com

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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:

[facebook.com/StradsettRally](https://www.facebook.com/StradsettRally)

And for people to follow us on Twitter
they can follow: [@Stradsett_Rally](https://twitter.com/Stradsett_Rally)



*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.*

Club Activities



Vintage Tractor Charity Road Run

Sunday 16th June 2013

**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 14th June until
10am on Monday 17th
June. All campers are
invited to the BBQ on
Saturday Night on the
camping field.



For Entry and
Sponsorship forms
contact

Gordon Carson 01945 880091

David Askew 01945 430481

Download one from
www.nvtec-ea.org.uk



All tractors must be sponsored
to a minimum level of £10.00.
Supreme Windows Ltd is
donating a trophy that will be
awarded to the driver of the
tractor gaining the most
sponsorship.

Supporting
Registered Charity 1083876



Holkham Country Show 27 & 28th July



The show is under new
management with a new
layout. For more details
contact Ted Gray 01553
617653

Club Road Run Sunday 16th June with overnight camping and
BBQ Saturday evening. *More details above.*

March 21st Winter Meeting at Ryston Golf Club, 7.30pm
with Brian Waterland of Peter Brotherhood Engineering. Bring
your friends too!

**Working Weekend: Oak Farm Stradsett August 31st &
1st September** contact: Malcolm Mycock 01366 500250
caramal52@yahoo.co.uk

A new rally season has started so charge up your camera, get
clicking and send me those interesting photos for everyone to
share. As ever, I look forward to receiving accounts of your
vintage activities. Deadline for June Issue: May 10th 2013

Editor: Mrs Vivien Gray

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