



Vintage Torque

JUNE 2013

EDITOR Viv Gray

Stradsett 2013 Winners

Best Exhibit in Show 'Lydia Grace'



Built in 1896 in King's Lynn by Savages, Lydia Grace was an eye-catcher. Originally called 'Doris' she was fitted into Danter's Galloping Horses fairground ride and travelled about the fairs which were popular from that time. Many engines were removed and converted to run on electricity during the war years but after WW2 having lapsed into poor condition Doris was rescued and sold to Ben Kent. The engine was fully restored by Ben in the 1950's and was displayed at Boston Trades Fair in 1964. Further restoration was carried out by Steve Kent who became owner in 2004. By 2008 after much work, the engine was back into full running order and gained its first steam certification in 2010. The small engine situated on the front, used to drive an organ, dates from 1881 and was fully restored in 2009. She was renamed Lydia Grace in 2011.



Best Powered Use of Engine

The show is over and it remains for me to say that I cannot thank all the committee members and 'Friends of Stradsett' enough; they all worked like Trojans for the entire weekend and were amazing. I don't like singling out any one person but my assistant, Matthew Hoy went above and beyond, so a special 'thank you' to him. Also a special 'thank you' to Michael Curtis who stepped in at the 11th hour as Safety Officer, a must in these days! I must also say 'thank you' to all the exhibitors, traders, entertainment, catering, bar and sponsors. I hope I haven't left anyone out as so many people are involved in putting on a show. Some exhibitors travelled a considerable distance at a great cost to themselves to provide us with a great show and we must always remember that they are the show.

So thank you all for your dedication.

Gordon Carson



Best Tractor Any Make 1930-39



1939 Oliver was built Charles City, Iowa USA. Originally imported to this country in 1939 it worked all its life in the West country area and was purchased by the West family in 1996. Father, grandfather and two sons, Oliver and Austin worked together to restore it by 1998. They've rallied it ever since.

Shane Marrows won Best Powered Use of an Engine with his 1927 Lister L driving a Lister H3 Water Pump. Bought in 2004, restored in 2005 he has been rallying with it ever since.

Congratulations to All Stradsett 2013 Winners



A. Kidd won Best Fordson Tractor with his 1939 Fordson N

G. Morley won NVTEC Best Tractor 1940-'42 with his 1940 McCormick International



Mrs Debbie Muttrock's 1957 Ferguson FE35 won Best Ferguson 1935 onwards. She has owned it for 5 years and bought from Colin Riseborough as a suitable road run tractor. It originally worked on a Watton farm,



A. West won Hylton Gott Trophy for Best Tractor with this 1931 Austin built in Laincourt near Paris, France It's the narrow version for working in vineyards. It was purchased by the West family in 1996 in very poor condition, taking until 2001 to carry out a complete rebuild.



Brian Nelson won Best Ferguson up to '35 with his 1949 Ferguson TED20 that he acquired in 2011 in ex-farm condition and restored.



A. Saunders won the Patt Farr Series 3: with his 1948 S2 Field Marshall

Congratulations to All Stradsett 2013 Winners



A. Newman's 1964 Massey Ferguson 35X won Best Tractor Restored



Darren Tebbit's 1949 John Deere D won 2nd John Deere



Above: P. Clarke won Hill & Osbourne Cup for Best John Deere with his 1935 John Deere AR

Below: Adrian Hall won Best Horticultural Use with his 1947 BMB Cult-Mate that he bought in 2010 and restored in 2012



Above: A. Plumtree won Best International with his 1937 McCormick-Deering W30

below: G. Morley won Best Tractor any make 1940-42 with his 1940 McCormick International



Congratulations to All Stradsett 2013 Winners



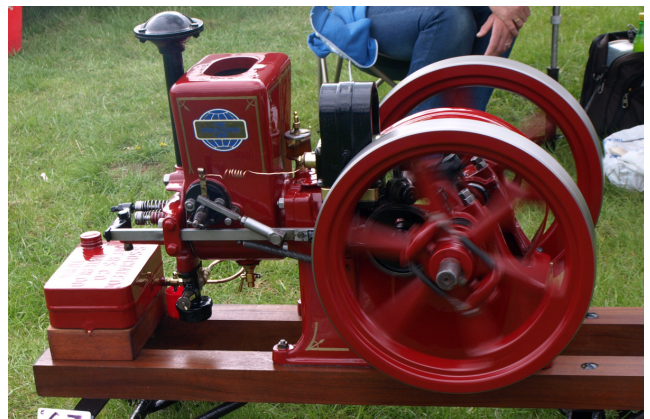
G. Cater won Best Commercial with his Bedford TK 330 8.6 tonne GVW. It was first registered in 1975 and was new to British Airways. Bought in 2008 and fully restored and completely original except the platform body.



Mr Whatford won Best Bygone Exhibit. He is a 'self confessed natural hoarder' and has been collecting horticultural implements all his life. Originally he rallied with an Alamo stationary engine but changed 12 years ago to the Bygone section



Sam Brown won Best Junior Engine with his Bamford Mill driven by a 1937 Lister D 2hp



Ralph Thompson won Best Stationary Engine with his Amanco Hired Man

John Rudderham won Best Motorcycle with his 1957 350cc 18hp Dragfly. He bought it 20 years ago and has restored it 4 times. It has a top speed of 50-55mph. He and his wife rode it to Stradsett and they go to the Cotswolds on holiday with it.



Right: Barrie and Donna Irons won Best Classic Car with their lovely 1933 4 cylinder Austin 7 Box Saloon



Right: David and Kevin Cook 1900's Ruston 8 won The Engine that the Judges Would Like to Take Home. The single cylinder Ram Pump is driven by a 1939 Ruston Hornsby 3hp. It worked on Candy Farm Pumping Station, Isle of Axion near Gainsborough.



Stradsett Rally 2013

A resounding success



Stradsett Vintage Rally has been raised to a new level by show organiser, Gordon Carson who spearheaded a team of stewards and 'Friends of Stradsett' to produce a memorable event. Months of dedicated work was rewarded by a weekend of gorgeous weather and the public came in droves, so much so that an extra car park was opened on the Sunday which was excellently managed by the King's Lynn ATC under the supervision of Pauline Petch.

After the disappointment of last year's cancellation, show commentator Colin Holwell announced over the public address system that 'we



ordered you double sunshine and this is what we've got!

In the ringside Information Tent a 'Comments Book' contained many positive statements from visitors and exhibitors: 'Love the new layout!', 'Brilliant show, a credit to all involved,' 'Great show, it's our first time and will definitely come again,' 'Excellent well organised show, well done everyone,' 'Brilliant show, well worth coming to from God's county with the bike, back next year,' 'and from traders, 'I've never been to an event as well organised and with such a friendly atmosphere. I am amazed at the number of people,' and 'It's a good gate price, leaving visitors with money in their pockets to spend.'



All sections were full to capacity as an 'open arms policy' based on goodwill catered for late entries and kept the stewards on their toes. It worked, the show ground was seemingly buzzing with smiles all round. In each section the head steward was supported by committee members and 'Friends of Stradsett' who proved to be invaluable.

The stationary engine section stewarded by Clive Richardson displayed 120 engines with some rare exhibits.

The 175 tractor entries were stewarded by Reg Fletcher and his team

and were displayed in chronological order with numerous excellent and rare examples. There were 44 motorbike entries, some coming from distant counties and 22 commercials, and a large and lovely collection of classic cars, all stewarded by John Moulis.

A new, 'Working Area' included a stone crusher driven by a Marshall Series 1, and a Threshing Set as part of the 'Harvest Through the Ages' presentation. *Continued overleaf*



Stradsett Rally *continued*

At the other end of the show ground the Norfolk ex-Military Vehicle Group and the ex-Military Land Rover Group made a display. The 'Hoods Texas Brigade' encampment attracted attention particularly when the brigade surgeon performed a mock operation to remove a bullet from a soldiers shoulder.



Vintage caravans and cars and a fairground organ were situated nearby. There were several amusement activities for children and a good variety of trade stands, stewarded by Ted Gray, for those less interested in vintage things!

The new, ringside Information Tent with club clothing, photographs and details of past club events, membership leaflets and sale of raffle tickets kept two stewards busy with several new members being signed up. New club badges and rally pennants proved to be very popular.



At the far end of the ring, the beer tent did a roaring trade and the caterers worked flat out! The Bygones, stewarded by Ted Gray and Jim Wakefield were situated for the most part around the ring with seating provided for viewing the ring displays and demonstrations. Unfortunately the King's Lynn Sea Cadets cancelled at a late date but the displays of the various vintage vehicles accompanied by expert commentaries by Colin Holwell and Michael Hart, the Texas Brigade and Barbara Townsend of the



'Greyhound Re-home' provided adequate interest prior to the 'grande finale' of a presentation of 'Harvest Through the Ages'.

Our host, Sir Jeremy Bagge presented the trophies to class winners at 2pm on Monday afternoon, followed by the raffle draw, the winner of the £500 prize being Mr D. Winward and Mick Ketchell won the £250 prize.

Soon it was over and the "big clear-up" began and once more stewards and 'Friends of Stradsett' rallied round with smiles to accomplish the dismantling of a great show. Really well done everyone! Viv





Sir Jeremy Bagge presenting the Silver Salver for Best Bygone to G. Whatford. Walking round the showground at Stradsett on Sunday morning I was struck by the amount of polishing that goes into presenting an exhibit as they were literally sparkling in the May sunshine. How fortunate we were to have such a glorious weekend weather-wise as this was the one thing that Gordon could not do anything about! He covered every other angle, bless him! Also, walking round with my camera I was pleased not to be one of the judges as selecting 'the best' always provokes controversy. It is subjective, what looks good to me or you may not be the one selected, so here are a few that caught my eye and other pictures too. All pictures are available to purchase a hard copy or send by email. Just contact me. Maybe you would like to send me pictures of any that touched your heart! I look forward to receiving them and any comments about the show too! Viv

Right: The Texas Brigade enlisted some new recruits!

Below left: the beautiful Ford A Beauford

Below right: an elegant 1951 Daimler Consort



Left: C. Leader's 1916 International Mogul 8.16

right: Dick Culley with his rare USA manufactured 1911 Non-Pareil 5hp that he imported from Australia



Left: An Impressive display of horticultural implements alongside the commercials.

'Grande Finale' of Harvesting Through the Ages



The 'Harvesting Through the Ages' display was the impressive finale of the ring parades. It was lead by Malcolm Mycock with his scythe, followed by, *below left*, Mr Peter Alflatt with a Farmall H 1941 with a Bamlett Sail Reaper, Mr David Mycock with an Allis U & Allcrop Harvester, Mr Peter Caley with a Massey Harris 744D with a Foster Threshing set, and *below*, Mr Peter Ship and his Claas Matador, Mr Cliff Armsby and his 2012 Claas Lexion.



below: Junior Aaron Smith with his 1915 Amanco Hired Man



Left: A rare 1919 Pilter made by American Stover Co. Dick Culley bought it as a basket case and restored it to present condition. He then sold it to Sid Banham. Used to drive various farm machinery.



Stewards & 'Friends of Stradsett' Celebrate

At 7pm on the eve of the Stradsett 2013 Vintage Rally all stewards and 'Friends of Stradsett' enjoyed a meal in the Beer Tent with tasty, accompanying salads provided by Sue Askew and a selection of delicious desserts provided by Jayne Carson. There was an air of excitement and anticipation as the preparations and hard work of everyone had produced a 'new-look' show-ground, ready for the visiting public on Sunday and Monday.



The evening was rounded off with popular disco music presented by Andrew Carson. Henry Howlett and Gordon gave thanks to everyone involved.

Sunday evening entertainment in the beer tent was provided by P.J. Hammond and was well attended.



Malcolm Bush preparing the showground with Peter Thorpe's tractor and chain harrow. Eventually he was released from the tractor cab!! There is a knack to opening the door!



The completely original 1902 Bartholomew owned by Colin Klynn. It was built to be pulled by a horse and later converted to engine power. It's the only one in existence with a top speed of 12mph doing 20/25 mpg. Colin and his wife have attempted the London to Brighton Road Run 6 times and completed it once!



Remembering Neville Shipp

Those of you who were club members way back in 1974 will remember Neville Shipp who was the club's first chairman and remained so for several years. Neville passed away in 2011 and those who remember him well would like to donate a club trophy in his memory in the tractor class at Stradsett. If anybody would like to contribute, please contact Malcolm Bush 01553 617563

An E Mail from an Exhibitor

N.V.T.E.C EAST ANGLIA STRADSETT RALLY

As a new member of your group, owing to the demise of the Kent Group, I would like to thank everyone connected with the organising of the Rally.

Firstly, I was very impressed with the setting. Stradsett Park is a near perfect location with easy access, a level site amongst magnificent mature trees. It is very good of Sir Jeremy Bagge to allow the use of his grounds.

The layout of the show being very compact but organised made the most use of the space. I am sure the trade stands appreciated being located by the entrance gate. The friendliness of the organisers and exhibitors made for a very enjoyable weekend for our whole family. It always works well when you are welcomed when you arrive and someone knows exactly where they want you to unload.

We did not expect prizes to be given, but appreciate the effort involved in arranging judging and giving out prizes, and to be awarded two cups was very unexpected. We will have to return next year to give them back. We just hope the weather is as good as this year. Hopefully it helped make up for your losses of 2012 and will encourage another show in 2014

Thank you all. David & Diane West Canterbury, Kent

Out and About With Mick Ketchell 2012

The Queen's Diamond Jubilee and the weather made 2012 a memorable year.

Our season started at the Norfolk Showground "Tractor Spectacular", a magnificent gathering of rare early tractors, (plus NVTEC East Anglia!) but bitterly cold for overnight campers. *Right: an Allis Chalmers EB (English) Hi*

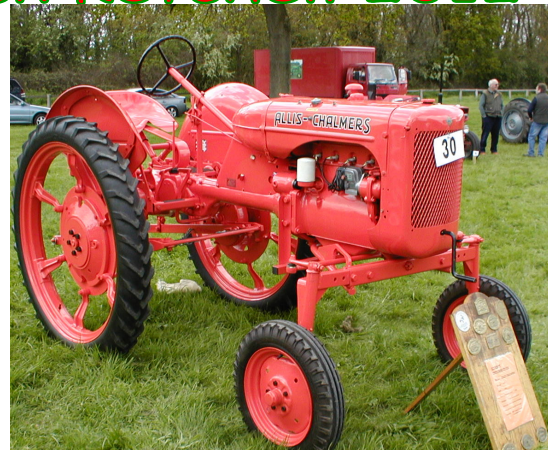


Clear, below left: a Minneapolis and below right: a Scemia U20 1918-21

(Saunderson Model G built in France under licence)

The tide came in at Stradsett so my Ferguson missed its 20th anniversary there, but we went to Ampton for the South Suffolk show on a rare dry day. On to Woolpit where the Seeley Brothers theme was Motor Ploughs, many virtually unheard of. There was a great

turnout and the sun shone on that Vickers! *Below: a 1950 Vickers Vigor 180, a 1920 Wyles motor plough, Below Right: a Crawley 3 wheel version.*



The Suffolk Show, our biggest, started well. Then we heard on the grapevine that water-logged Horham was cancelled. The wind blew overnight leading to the decision to close at 8.00am on the second day. I began to wonder if the marquee would last as we spent over 2 hours



Fortunately, rain doesn't affect the light Euston ground. There was good attendance, but a little spread out, and we were the opposite end to the tractors. At Old Buckenham, a 2-day event which took Rougham's old spot, there was a good air dis play, but the Classic Cars didn't like the sticky conditions.

Then on to Long "Muddy" Melford! Even on Friday afternoon some outfits needed winching, not towing, up the hill to get onto the grounds, *see below*. Saturday was fine and warm, but then it rained all night making conditions impossible. Sunday 9.00am was the end. Most exhibitors, including us, had to be towed out, *see right*, and this operation lasted into the evening.





At Long Melford: left: a RA Fordson E83W Pickup and above right, a rare Austin A90 Atlantic, BSA engine.' Guesting' with the Ford & Fordson Association at Swavesey, the soggy ground wasn't a surprise. We watched our marquee being moved to a dry site. Even 4x4s towing caravans needed help getting in. Saturday and Sunday dried out, eventually making the effort worthwhile in the end.

Between times we made 3 visits to Cheffins Sutton Vintage sales. The best bargain had to be the Big Budd, going to Canada for £21,000, the least, the ex Churchill Landrover at £126,000! The wackiest had to be that weird Dungleozer, the only remaining example that sold for £13,200. August being free, we thought we'd try Little Ellingham. The stubble had dried by now, but the site was rather spread out with the Stationary



Engines over "Will's Mother's". There was a rare combine display, and good Road Run turnout on the Saturday, *see below*. Barleylands, Billericay was another big rally on a huge site with around 90 steam engines, road making and tractor pulling. It was best viewed from a 25 minute tractor/trailer shuttle. We met up with friends from Kent and Essex to form long display, *see below right*.



NVTEC-EA Goes to Malvern Tractor World Show



On Friday 1st March 2013 the National Vintage Tractor & Engine Club East Anglia Group travelled to Malvern in force for the Tractor World Show on 2nd & 3rd March. We again took along our club stand. Despite having a diesel pipe go on the lorry when we had only got as far as Wisbech we arrived early afternoon. This year we had more support from our members on the stand with Stuart Bailey's well restored 1946 E27N Reg 507 UXM. Matthew Hoy returned this year with his 1964 International 414 Reg APW 569B which I must say attracted a superb amount of interest. I took along a restored 1938/9 Fordson Standard N which was originally bought new by Eleis and Everards of Wisbech, Cambridgeshire and was then sold on to Mr Jack Bower of Mill Road, Walpole Highway in 1947. Mr Bower used the tractor for

many years but he made his final journey on it at a rally at Costags down Fence Bank, Walpole Highway. This tractor is quite unique as it is fitted with a rare set of Allman style wheel rims made by Allman in Chichester. We are also very pleased that we have managed to obtain its original registration number being BBD 848. This tractor starts on petrol and then runs on TVO. I also took along a restored 1920s P2 Skeleton Petrol Pump which was built by H J Goodwin Ltd and a Shell-Mex petrol can.



Matthew also brought along his restored 1960s Lawnboy Loafer model no. 9213 with a 3 HP petrol single cylinder engine which looked superb next to Jim and Mel Wakefield's

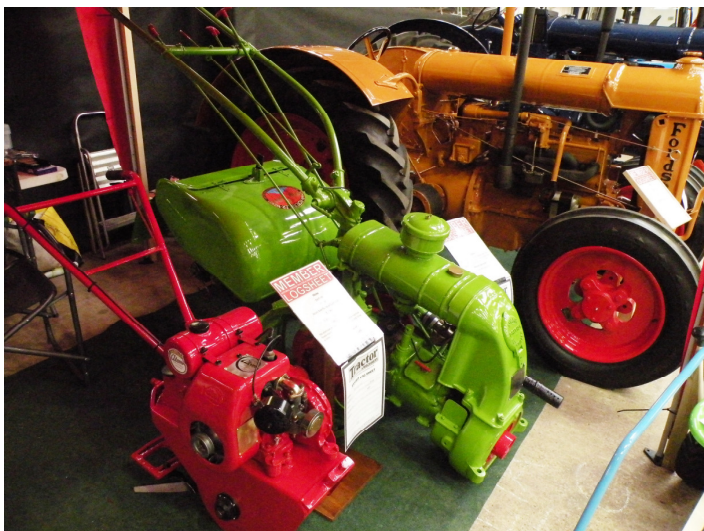


Barford Atom Mechanical Gardener with a 98cc MK 10 Villier's petrol engine. The prototype for this was produced in 1947 and the machine finally made its debut at the Royal Agricultural Show in

1949. It originally cost £74.10s new. Jim and Mel also showed off their fully restored Simar 56A Rotavator which was built by Geo Monro between 1948 and 1961. It has 2 forward and 2 reverse gears and it was said that this machine would use 4 gallons of petrol to plough 1 acre in an 8-hour period.

Also on the stand were our new members Paul and Wendy Mackellow with their 1966 Wheelhore Lawn Ranger L106. This particular tractor has a 4HP Kohler K91 engine and a 3-speed forward and 1 reverse manual gear box. Ricky Kemp was kind enough to bring along 3 of his perfectly restored stationary engines - firstly his 1924 1.5HP John Deere, then his 1926 2HP Jaeger and finally his 1929 1.5HP Petter M, so thank you to all who made our stand look superb. Despite not winning any trophies the public attendance was excellent and we all enjoyed a great weekend. However, one of our fellow local rally goers Neil Robinson won first prize in the horticultural section with his Ransome MG5 Crawler so well done to him.

Gordon Carson



Little Downham Organs & Bygones Extravaganza



As I drove to Little Downham on that cold morning of the 28th March I was thankful to know that my display was to be under cover. It was pleasing to meet up with a number of NVTEC East Anglia members keen to exhibit in such icy conditions. Helping hands were ready to assist in unloading and my display was soon set up ready for the many people who turned out for the event, despite freezing conditions and snow falling all day. Sadly the atrocious weather conditions did deter a number of outside exhibitors. However, there were still plenty of bygone and organ enthusiasts from across the country displaying their prized possessions including a range of vintage tractors, classic cars, motorbikes and stationary engines, as well as more than 20 hand-turned organs together with a wide variety of home and medical bygones. At the end of the day exhibitors were treated to a tasty cream tea before setting off for home. This was the 21st year that local couple Trevor and Linda Brown have organised this event, with proceeds of £900 going to the emergency services charity, Magpas in spite of the chilling weather conditions. Linda declared 'although that was not as much as they have managed to raise in previous years, every penny really helps.' Over the years the extravaganza has raised more than £20,000 for Magpas.

Ted Gray

Photo by kind permission of 'Ely Standard'

The sun shines on the Eastern Counties Tractor and Heritage Spectacular

One Saturday 20th and Sunday 21st April the Royal Norfolk Showground was the setting for the second Eastern Counties Tractor and Heritage Spectacular. The show which is run by Rodger Desborough and Graham Baldry was once again a great success. The National Vintage Tractor and Engine Club East Anglia Group were there with the club stand but this year Mathew Hoy was in charge. Mathew

did a superb job displaying Mr R J Mitchells 1941 Model A Farmall fitted with a beet hoe, Malcolm Bush took his John Deere Model L Styled, Terry Myhill took his 1959 John Deere 830 and Stewart Baily brought along his 1946 Fordson E27N which was looking great as ever. Ted Gray had just a small selection of his superb petrol can display and Basel Whiting had his cast iron seat display there. Jim and Mel Wakefield were outside in the beautiful sunshine with their horticultural display. Ricky Kemp had his Jaeger Model 2-S 2hp 1926 stationary engine which came from a cement mixer



in the USA. Ricky moved his engine outside on the Sunday so he could run it and went on to win 'Best Engine'. This superbly restored Jaeger 2-S gasoline engine was manufactured by Jaeger Machine Co, Columbus, Ohio, USA. My choice of tractor at the show was between Malcolm Robinson's Massey Harris general purpose four wheel drive and Colin Lewis with an unrestored French Austin BO 28 built in 1928.



Roger Desborough's Fordson E27N with a Gardner 4LW engine towing his Twin City



They both started so well and run beautifully.

Thank you to all who supported our club stand, thank you to Mathew for looking after it all and congratulations to Ricky for bringing home a trophy for himself and the club.

Gordon Carson.

Pictures by Gordon and Malcolm Bush



Chairmans Chat

If patience is a virtue then after the cancellation of last year's Stradsett Rally it was worth waiting for glorious conditions for us, at last! Thanks must go to Sir Jeremy and Lady Bagge for the use of their beautiful estate once again. First time visitors expressed this to me personally. Many thanks must also go to Gordon and his family for their time and organisational skills in making the weekend such a fantastic event. Also to all the exhibitors for attending with such a vast array of exhibits to make this such a big success. Last but not least, a big thank you to

everybody who has helped in any way!

Our next event is a barbeque and Road Run to be held at Fence Bank, Walpole. Details can be found on the next page. Also there is a summer visit to Elgoods Brewery at Wisbech. More information on the next page and please contact Peter Thorpe to book. Happy Rallying

Henry



In Memory of Arthur Vincent

Mr Arthur Vincent (John to his oldest friends) passed away on 28th Feb 2013 in QE Hospital Kings Lynn from Pancreatic Cancer. (When told he had cancer in 2012 and only had months left to live he told his friends "that don't look too good")

Arthur was born on 25th May 1932 and grew up in Hockwold cum Wilton; he started farm work during the war, skiving off school to help out on local farms; initially working with horses to eventually becoming a fully-fledged tractor driver, which meant he didn't have to hand hoe beet too often which is something he hated with a vengeance!

Dad worked full time at Weasenham Farms then full time again at home on our farm, he always seemed to be doing something. Even when he "retired" he was never still, though he did have chairs in every shed for a little sit down.

In the 70's he started to collect stationary engines, loving nothing more than spending hours tinkering in his "workshop" till finally could be heard the pop pop of something starting!

Then one day he saw a Lanz Alldog tractor for sale and that was when his 30 odd year love affair started!

Since then he has been collecting books, manuals, implements and of course tractors. Lanz balers, combines, sprayer, bulb lifter, potato harvester, spinners, you name it, if it had Lanz written on it he'd buy it, his best hat even had Lanz written on it!

His main love was tool carriers and he was determined to slowly give his grandchildren, Adam and Georgie, the largest collection in England, even buying one between bouts in hospital a fortnight before he passed away.

Dad was always happiest covered in oil and paint, fixing something rusty, squirting things with WD40, inventing, making trailers for the farm from bits and bobs or shed building with recycled materials. (Having grown up during the war he had a knack of re-using everything, although he drew the line at straightening bent nails!) But most of all he was his happiest with his friends at rallies, where he spent many hours, putting the worlds to rights with his friends and a cup of tea.

His huge amounts of knowledge about so many things rural will be missed very much, as will the words "can you just.....".

Like all his friends have told me....."He was a good old boy"

Jacqui Kelly, loving daughter and cart-horse! "carthorse goes best laden gal"

Picture taken by Mick Ketchell at Weeting rally 2004 showing Arthur with one of his favourite tractors and his friend Henry



NVTEC East Anglia Group

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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 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.

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.



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



East Anglian
Air Ambulance

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 see advert on the left.*

Working Weekend: Oak Farm Stradsett

August 31st & 1st September

contact: Malcolm Mycock

01366 500250

caramal52@yahoo.co.uk



Summer Visit to Elgoods Brewery

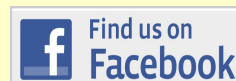
Tuesday June 25th. A four hour tour starting at 12.30. £6.50 per person. For more details contact Peter Thorpe 01366 347678



For more Vintage News and Views go to 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



And for people to follow us on Twitter they can follow:

[@Stradsett_Rally](https://twitter.com/Stradsett_Rally)



What's On Elsewhere

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

Lincoln Steam & Vintage Rally August 17/18th contact Glynn MacDonald 01507605937

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

Haddenham Steam Rally September 7/8th contact Mrs Ruth Young 01487 841922

The 2nd Pensthorpe Vintage Fair 5th & 6th October
contact Graham Turner 01692671793
email: pensthorpevintage@btinternet.com

Prickwillow Ploughing Festival October 5/6th at Green Farm Heavy horse and Vintage Tractor Ploughing Classes, Stationary engines, Museum engines running and much more. Music and Entertainment for all the family. contact: 201301353 720737 or 01353 662645

11th Newark Vintage Tractor Show November 9/10th For NVTEC-EA Stand contact Gordon Carson 01945880091 mob:07860658767

Membership Matters

Hi Everyone

Well, it's time again for the rally season so have you got your membership sorted? It's also time to get any of your friends to join, they won't know what they've missed until they join!

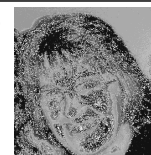
Enjoy anything you join in with, have a good year. Please remember the road run in June. To join in ring Gordon on 01945 880091 or 07860658767.

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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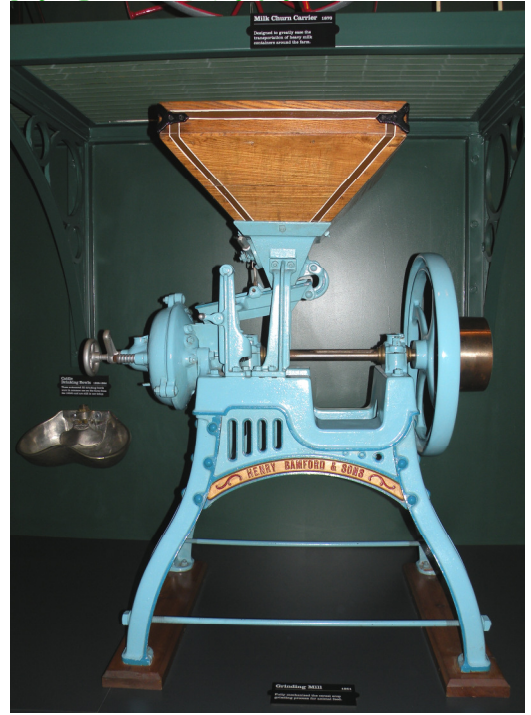
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A Visit to the JCB Visitors Centre

On Monday 26th March 2012 myself, my son Jason Carson and Bryan and Grace Beba travelled to East Midlands Airport to meet up with Peter Love (P&J Tours) and many others. We boarded the coach and left from the airport at approximately 9am and travelled into Uttoxeter where we walked all around the streets. This was where the Bamford Family started out with their ironmongers and hardware store. We visited the area where he made his first trailer in October 1945 in his 10' x 15' shed. We then moved on to see where he sold that trailer for the sum of £45.00 in the cattle market. We then travelled to see the JCB academy and saw the amazing screw. Although we could not go inside the weather was amazing and it was very interesting.



After this we arrived at the JCB VIP Visitors Centre at about 12am where we had some lunch. After lunch we were split into 4 groups and given headsets, 'hi-vis' jackets and protective glasses.

First of all we went into a cinema and watched a 12minute film of the JCB story. Following the film we went on to see the time line display where we saw machines from the early 1900's right up to the present day. It is a fantastic display and for anybody interested in machinery it is a must see. After the time line we then went through to the factory where they build the JCB 3CX Backhoe Digger. JCB manufacture virtually everything themselves in their 20 factories worldwide, employing over 10,000 people. It is amazing to go into the factory and see a large thick sheet of steel at one end and then at the other end there is a brand new 3CX. The factory we visited at Uttoxeter produces 90 a day which are all made to order as JCB do not build any for stock. They even manufacture their own hydraulic rams.

My thanks to Peter Love for a great day out.

Gordon Carson



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