

# VINTAGE TORQUE

December 2011

Wishing You a Merry Christmas and a Happy New Year  
with Good Health and Great Rallying in 2012



## AGM Presentation



Andrew Hunt presented 2 cheques to Chris Donaldson of the East Anglian Air Ambulance, £5,500 being the proceeds from Stradsett Rally, and £1269, being the proceeds from the Road Run. The Working Weekend made £316 for the Stradsett Church fund. The Chairman and Secretary each gave a comprehensive report that together with reports from the Treasurer and Membership Secretary indicate that our club has had its most successful year yet. Changes to the existing committee were announced with two new members being elected, namely Clive Richardson and David Askew. Chris and Shane Martins, together with Henry Howlett are standing down. Gordon Carson is stepping into Andrew Hunt's shoes as Stradsett Rally Organiser and both Peter and Ted asked club members to give Gordon their support and to contact him with any ideas. Andrew has been running the club rally for 20 years during which time the total amount of money raised and given to charity is £40,000 and for the road run, £18,000, a credit to Andrew's hard work over the years.

A Winter Meetings/Summer Visits Organiser is being sought. Club members are asked to continue with their valuable support to keep the club thriving in a climate where others are being phased out, because as Peter said: 'without you, the club members there would be no club.' Thanks were given to Sir Jeremy and Lady Bagge for the continuing use of Stradsett Park and farm. Then followed a very interesting talk from Chris Donaldson. He said that the club donation is 'an absolutely fantastic amount of money' and will help towards the next aim in the coming year when European regulations will allow the helicopters to fly during dark hours, not 24 hour flying but early, winter evenings when rush-hour brings crashes. An average mission costs £1300 and they expect to rescue 5 casualties per day. About 40 members attended.

## Newark 2011

This 1921 International Junior Kerosene 4-cylinder tractor pictured at Sandringham) owned by Gordon Carson and Bryan Beba won 2 trophies at Newark: Best NVTEC Members Vintage Tractor and Best Vintage Tractor Restored to Original Manufacturers Specifications. More about Newark in the March issue



## Working Weekend at Oak Farm, Stradsett



Malcolm and David Mycock once again organised a successful working weekend that was the best attended to date with 26 tractors, 3 crawlers, 4 Ransomes Crawlers and Gordon Carson's Sieve Grip, shown in the picture. Peter commented that it was nice to see the big crawlers at work. Despite the weather closing in on Sunday afternoon everyone had a great time and raised £316 for the church fund. Thanks go to Peter Thorpe for his support.

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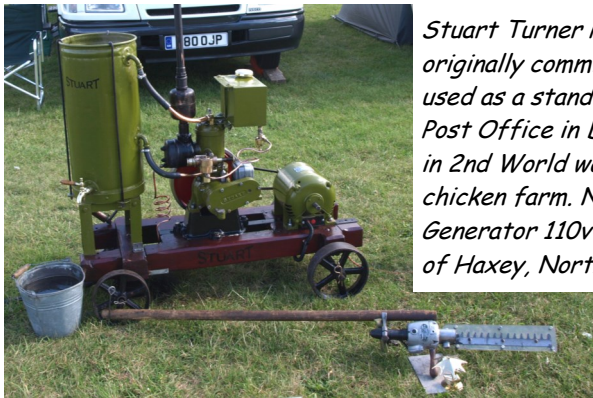
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# Sandringham Show

The days leading up to the Sandringham Show weekend were decidedly chilly and wet so I loaded the caravan with warm clothes and heaved a sigh that summer was gone and we were into an early autumn. How wrong was I! On Saturday afternoon the sun came out and though it was windy the temperature definitely required light -weight clothes. The wind forecast continued to worry us, especially with our big awning housing Ted's Petrol can display, but someone seemed to be looking out for us and the wind abated Sunday afternoon, ensuring a safe end to a lovely weekend at one of my favourite shows. Clive and Julie Richardson had organised a total of 52 interesting engines, and presented a trophy to the Best Exhibit as selected by a passing member of the public. There is something for everyone to see or do at this show and with a good location the engine line and our dogs had many interested passers by. At one point Ted complained that the dogs were getting more attention than his display of engines and petrol cans.....Maybe! *Viv*



*Keith & Christine Newton being presented with a trophy for their winning exhibit, a 1917 Jaegar 1 1/2 hp that they've owned for 4 years and self restored, powering an American corn mill.*



*Stuart Turner P4 2 stroke No: 11354 originally commissioned for the GPO used as a stand by lighting set in a Post Office in Derbyshire. Separated in 2nd World war. It was found on a chicken farm. Now coupled to a Tarpen Generator 110v Owner Jim Wareham of Haxey, North Lincs.*



*1955 Lanz Bulldog NE A-D-3 2-stroke diesel owned by A.W.Vincent, Methwolde Hythe*



*1949 Ferguson T.E.D. Spent 39 years in a hedgerow being pulled out in 2007 and re-stored in the same year by Chris Deelee, Heacham*

*1940's Uni-Dresser made in Bury St Edmunds powered by a 1930's Witte, built in Canada for the Bristol Import Co. A 3hp open crank engine, originally used to power a drag saw. Owned by Michael Nelson, Hunstanton*



*Below a 6 year old Model Steam Engine converted last year to be a Fire engine. Owner Graham Beck*



*Clive and fellow exhibitors enjoying a ride at Sandringham*



# Tracks & Steel Wheels Sunday 9th October

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This was our 5th year of Tracks and Steel Wheels and with the weather against us after 16 mls of rain overnight and still falling, I arrive with my Leland Daf 18 ton lorry and sink in the gateway: but with one of my faithful David Brown's on site (50TD MK 11) and help from Dave the burgher man we get the lorry in. Then the fun starts as lorries arrive loaded with crawlers and ploughs to be towed in. There were a variety of crawlers large and small, 4 BTD6 International's 1 Cat D4, 5 Cat D2 1 Marshall 55, 1 Bristol 25, 1 Track Marshall 70, 2 Allis M, 1 Fowler VF Track Marshall 55, 2 David Brown 50 TD MK1, 2 50TD Mk 2 1.30TDI, 1 Ransomes Mg 6 Diesel, 1 BMB Ploughmate, 1 Anzani, 1 Ransomes MG2, 1 Ransomes MG5, 2 Ransomes MG6, 1 Trusty. We enjoyed many hours ploughing with good support from locals who turned out to watch this grand display and help to raise again lots of money, £1,188.72 for our Norfolk and Norwich university host, the BIG C Centre. Then, at the end of the afternoon the reloading began, followed by the towing out onto the road for a safe journey home.

*Neville and Sally Websdale.*



*International TD6, a Fowler VF, & Caterpillar D"*



*David Brown 30TD, an International BTD6 and Caterpillar D4*



## Hilgay Vintage Country Show



*G.W. Popes 1953 Field Marshall Series 3A*

August 13th & 14th At Hilgay, an interesting display of vintage tractors, stationary engines, bygones, motorbikes, cars and commercials and farm machinery. After all his life on tractors, Peter Caley tries his hand at milking a cardboard cow. (Would the milk come out in cartons?????) All part of a butter-making demonstration; milking the cow, separating the cream and churning the butter. The potato riddler can be seen behind the pile of potatoes. *Malcolm Bush*



# A VISIT TO PRICKWILLOW ENGINE MUSEUM

On Sunday October 9th the Prickwillow Museum held a Farming Ancient and Modern Event that I was hoping to attend but, as often happens, I had already made another arrangement for that day. Fortunately Paul Pearman was going and I asked him to take some pictures for me which he kindly did. Also I have just received a letter from an ex-secretary of the club, John Germemy, suggesting that we have a club summer visit to Prickwillow next year. What a good idea! If you would be interested to come along, please let one of the committee members know and if you would like to organise the visit, well that would be a bonus as we are looking for a new Summer Visits Organiser. John also gave details of a Ploughing Festival 6th & 7th October 2012 at Green Farm and the Engine Museum. Further details can be found in DIARY DATES. The museum website will give you information about other special events held throughout the year including Tales From the Fens and Fenland Trades.

The museum is a registered educational charity, primarily concerned with the history of the unique landscape of the fens and the principles of drainage which created it over the course of several centuries. They are a volunteer organisation and as such have to raise the funds to finance their projects and the day-to-day running of the museum. They receive no government funding and rely upon income from admission charges, sales of goods and services, supplemented by the occasional small grants to assist with specific projects and to meet the ever-increasing overheads. All work is undertaken by volunteers: there are no employees. The museum is housed in the original pump house, shown top right, ( dating from the nineteenth century ) and enjoys a picturesque setting on the river bank, which has moorings for visitors arriving by boat. It is also on the Hereward Way for those enjoying a walk out of Ely. The original building has been extended to provide modern visitor facilities. It is open weekends from May to end of October and group visits can be arranged.

On Sunday 11th December there is a Christmas Special from 11.00 to 16.00, now a regular event to enjoy the sounds, sights and tastes of the season with the return of the Street Organ. Viv



At Prickwillow, and printed below, are the words from a Plaque erected in AD 1842

In fitness for the urgent hour,  
Unlimited, untiring power,  
Precision, promptitude command,  
The infants will, the giants hand;  
Steam, mighty steam. Ascends the throne,  
And reigns Lord paramount alone.

1937 Allen 3560 3 cylinder engine used at 10 Mile Bank until mid 1970's and then kept on standby. Acquired by the museum in 1989 and restored by 2007.



Installed at Prickwillow in 1924 this Mirrlees is believed to be the only example of a blast-injection engine remaining in working order. The system of fuel injection was invented by Dr Rudolph Diesel in 1892 and applied to the first successful engine bearing his name in 1897.

Vickers-Petter 2 stroke from Southery Fen believed to be the only preserved example of this engine type.



One of the younger engines in the collection an Allen T 47 3 cylinder This engine drove a drainage pump at Barway on Soham Mere performing constantly, pumping the fen from 1939 to 1980. It is the only pressure charged engine in the collection and is all the more unusual since it is a 2-stroke engine. Recovered from the 10 mile Bank at the same time as the 3560, restoration is now complete and the engine can be seen running on events days

# THE JOURNEY OF ARABLE FARMING THROUGH THE 1960'S AND BEYOND

It could be encapsulated as a quest for more mechanisation and less hand tool work. It could almost be described as an obsession to use more tractor powered implements and less labour, for all the jobs to be performed on the farm. It could be described as a response to the challenges arising out of a background of continuous political and socio-economic change. It certainly could be viewed as a quest for increased horsepower to cope with the growing demands of larger and more technically advanced equipment. And linked to the last observation it could definitely be described as a search for more grip (it's no good having the greater horsepower necessary to cope with heavier/larger machinery if that extra power cannot be transferred into traction on the ground). It could be described as a gradual reaction to the changing market forces occurring over the ten years of the sixties, where factors such as television advertising had altered the types of foods people were buying - which in turn of course affected the varieties of crops that were required to be provided by the farming industry.

In fact it wasn't just one or two of the above factors that shaped Agricultural Enterprises during that most notorious of decades but all of them, and more. We should also mention a developing Europe (recovering, at last, from the ravages of two World Wars). We could even mention climate change (!) - oh no please don't groan, but we must acknowledge the beginnings, in this period, of what could be called the blurring of a more distinct pattern of seasonal weather. I remember quite vividly the established pattern of the season in the early sixties. The sun 'just about' made it through the clouds and haze in the spring and summer and the frosts and snow appeared in the "proper" place of winter. Some of you who read this will doubtless remember the winter of 1962. Wereham pond was frozen over for weeks. We children of the village school had a great slide on there - long black ice and so slippery it was a real challenge to stay upright for its full length! As the sixties wore on and the seventies came and went we have been afforded the opportunity to experience and review these changes and we cannot do anything other than agree on this 'blurring' thing for our seasonal weather events. Hardly a year goes by now-a-days when we do not have some pre-existing record broken for wettest month or coldest December etc., etc. Just watch the news.

An event occurred in our particular families farming history which forced my father and mother to carry out a review of their farming policies especially in respect of their choice of crops to grow and machinery to use in order to achieve a worthwhile result. It happened like this. From 1953 until the end of 1969 my parents were farming on the fertile sandy light to medium soils of the gently sloping West Norfolk ridge. This material was fairly easy to work with modest second-hand tractors and machinery being both relatively inexpensive to purchase and readily available from such places as farm sales, machinery dealers, neighbours changing their cropping regimes, classified in the EDP and the like sources. However, in 1970 we moved to a larger farm nearer to Downham Market. Dad and

Mum did not perceive just how much this change would affect them because the 'kind' land at Wereham had been replaced by a "Head" material of Glacial chalky boulder clay. This type of soil, on the heavy side of medium is sometimes referred to as Till. There were odd flint stones mixed in with this clay, just to add in the annoying jamming problems when using sugar beet or potato harvesters! Gone at a stroke was the uneventful late autumn and early winter ploughing using fairly shallow equipment such as Ransomes Uni-Trac Minors or Fordson Elite ploughs with semi-digger bodies. Suddenly, what had always been thought of by Dad as a 'nice' job to be looking forward to after the crops had been harvested and squared away, the ploughing turned into a sort of nightmare. Something to be dreaded - especially as the seventies wore on and the developing trend was for rainy autumns. You see the problem was that at Wereham the sand could soak it up, then a little bit of wind in October/November would dry it out again so you could get the Nuffield out and plough away to your hearts content. But boulder clay doesn't dry out like that. There is a tendency for a "sticky bit" of say six inches deep to be sitting on top of a hard pan left over from the compaction caused by the spring and summer working. There was



*You might just see the Ferguson double-furrow reversible plough which dad had been trying to use behind a Leyland 262 2 wheeled-drive tractor but it could not make head-way on our type of soil at Crimlesham in the late autumn.*

something else that came into play in the 1970's. Market force factors like the coming and going of the Potato Marketing Board. The availability of grants to "improve" your land such as the removal of ditches, hedges, trees and stockyards (now we are encouraged under "Stewardship" to put 'em all back!) and the changeover to bulk handling of fertilisers, grain, potatoes and so on. These factors dictated a sea-change in the type and varieties of crops that we planted at that time. There was increased use of winter cereals. Larger field sizes meant that Dad swapped to the three crop rotation system. This for us was corn (wheat or barley and sometimes a bit of both), sugar beet and main-crop potatoes. *Continued over-leaf*

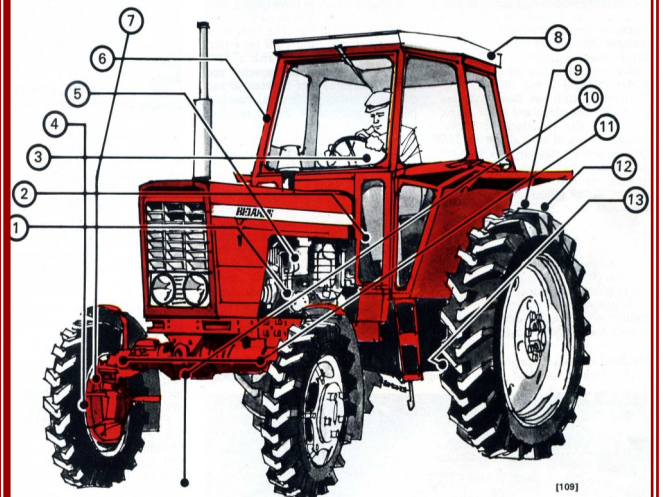
# Farming Through the 1960's and Beyond continued



## All Your Needs Point to the Belarus

Everything you could possibly want from a 75hp tractor

1. 75bhp s.a.e. Long stroke diesel.
2. 9 forward and 2 reverse gears.
3. Power assisted steering.
4. Sophisticated four wheel drive system which cuts in automatically to the front when the rear wheels start to slip.
5. Two double and single acting valves for use with external hydraulic tappings.
6. New hexagonal shape padded cab for comfort and safety.
7. Independent front suspension.
8. Removable roof.
9. (Category 2) -3 point linkage.
10. 23" front end clearance.
11. Adjustable front and rear wheel track.
12. Independent and ground speed power take off.
13. Disc brakes



By about the year 1975 my Dad reached a point where his experimenting with various combinations of 2 wheel-drive Leyland 384's or 262's with 2 furrow reversible Ferguson/Huad ploughs were just not cutting the mustard. More mechanisation and less hand-tool work, which was by now the established norm on every farm in the region, also caused some additional spin-off headaches. For example, if you were able to tractor hoe (with International B275 and a Ransomes tool-bar type steerage hoe) and then follow with 'scoring-up' by hand then the fairly easy to deal with weeds like deadly-night-shade and muck weeds and nettles which we had at Wereham could be coped with no bother. It was a different story on the clay till! There were so many difficult to eradicate weeds. The mechanised solution to beating these pests was multiple sprayed applications of herbicides then deep ploughing between crops. This is why the popular ploughs being sold in the early to mid seventies all featured fourteen inch deep bodies. Dad reached the only conclusion available - the same one as everybody else was reaching - he needed more horsepower and more grip to cope with the conditions prevailing. So it was that on a bright and sunny September day my Father and I set off for the well-advertised Sutton Bridge Ploughing Demonstration. This was developing into a well-attended and annual event where the Farming Community could be introduced to the (then) cutting-edge of tractor ploughing technology. Many Machinery and Tractor dealers were there demonstrating their various ranges of tractors of different horsepower coupled to both bespoke and recommended types of ploughs with lots of variations in number of furrows, shapes of mouldboards, reversibles and so-on. I bet some people reading this article will remember going to those demonstrations at Sutton Bridge. They were very popular and usually attracted good crowds. Tests were carried out to check on wheel slippage, fuel consumed, work area achieved, tyre wear etc.

The overall impression that everyone, including my Dad and I, seemed to get from this event was that we had entered a new era of farm mechanisation where the essential prime mover is the pneumatic-tyred four-wheel-drive tractor and those two-wheel drive machines that came before were now, and would always be, confined to the pages of history. But at what cost? Well quite a lot actually, as we quickly discerned as we went down the headlands talking to the representatives from firms demonstrating their (seemingly giant) wares. You could envisage this as starting at the end of the headland nearest the marquees and tea wagons with such mighties as John Deere and Massey Ferguson and then working your way along the row through Ford, County, Roadless, David Brown and so on. Also mixed in were several unusual machines (like a Mercedes Unimog drawing a five furrow reversible!), until eventually one reached the far end where the "Eastern Bloc" contenders were 'banished' (as it were!) In this part of the field you could find the Zetor Crystal doing a splendid job, there was a Universal, then an Ursus (I think) followed by a Dutra and then 'shoved' right at the very end was a Belarus. Dad and I liked the work that this was doing straight away. The demonstrator was a machinery dealer from Whittlesey

and they had sensibly matched the Belarus 820 with a three furrow reversible so consequently the wheel slippage and exhaust emission was virtually nil. Dad hailed their driver when he approached the headland. He climbed down the short access ladder and gave us a no holds barred and very matter of fact assessment of this machine. He acknowledged the places where the castings should have been better fettled before the (too thin) paintwork was applied and he pointed out other areas where these tractors could be considered a little crude compared to more expensive machinery manufactured in the west, especially within the cab. But then he said look at what is included as standard equipment for the price. Then he said look at the competent grip these tractors produce. Look at the even depth and finish of ploughed land that we are achieving with this rugged sturdily made Belarus and then compare that to the other plots that you've just walked past. It's funny how some things stick in your head, One comment the driver said that day so amused Father and me - that I can still quote it word perfect today - it was:- "Them Russians though, they can't make light bulbs that are any cop. Fust thing we do when we get a new tractor in from the docks is to take all them Rusky bulbs out and chuck 'em in the skip and fit new Lucas bulbs - yew don't hev no more truble wiv 'em then!" "We got fed up wiv heving blokes ring up sayin moi lights hev jus gone owt!"

Our brand new Belarus 820 arrived at our farm exactly one month later. It would become the first of many. We too had entered the four-wheel drive era! And I guess I'm still in it today! *West Norfolk Ridgefarmer*

## Stradsett Park Vintage Rally 6th & 7th May 2012

Christmas Greetings from your New Rally Organiser

Hi everybody,

Before we get down to business I thought I had better introduce myself, although I have probably bumped into most of you around the rally fields.

My name is Gordon Carson, I am 46 years of age, I have a wife, Jayne Carson and 2 great sons, Jason (21) and Andrew (19). Although I now run a building and double glazing company (Supreme Windows Ltd) I have always had an interest in farming having worked on a cattle and arable farm from the age of eleven. I worked for John and Rosemary Burgess at Turves in Cambridgeshire until I was 14 then I went onto a pig and arable farm for Russell Raspberry, Walpole St Andrews, Cambs. Then from the age of 17, when I left school, I went to work for Cherry Tree Farm Garden Centre at Walpole Highway. Finally I went to work for Mr H Melton and Sons at Walpole Highway where I stayed until I was 21. This is when I set out into the big wide world on my own and went into the building trade.

Although I have diversified over the years into several other things such as road haulage, tyre workshop, garage and petrol station, and road side transport café I have now settled down with the building and double glazing business. Well that's more than enough about me.

I would like to say a big thank you to Andrew Hunt for all his years as rally organiser and for having faith in me to step into his shoes. I will do my up most to continue running a well organised and enjoyable rally, of course with the help of a great devoted committee and the volunteers who give their time each year unconditionally. By the time you all read this it will be just over 5 months to the 37<sup>th</sup> Stradsett Park Vintage Rally and inside you will find next year's entry forms for the rally. I know it seems a long way away but we do get booked up early and we do operate a strict first come first serve policy so please don't delay in returning your entry forms. Next year's rally will have a few small changes but the general trend will be the same, book in, turn up, be safe and have a great time.

On the 17<sup>th</sup> November at our AGM we presented a cheque to the East Anglian Air Ambulance to the sum of £5,500.00. So a big thank you to all for your continued support. If any of you have any suggestions or ideas or you are available to help us out please contact me on 01945 880091, 07860 658767, email me at: [stradsett@nvttec-ea.org.uk](mailto:stradsett@nvttec-ea.org.uk). Also if you or any company / business would like to advertise around the show ring at Stradsett Park Vintage Rally please contact me. Follow us on Facebook [@StradsettRally](https://www.facebook.com/StradsettRally) or Twitter [@Stradsett\\_Rally](https://twitter.com/Stradsett_Rally). This year Sir Jeremy has chosen BREAK as the charity which we are supporting so please feel free to visit their website at [www.break.charity.org](http://www.break.charity.org).

All that leaves for me to say is have a Merry Christmas and a prosperous New Year and I hope to see you all at Stradsett on the 6<sup>th</sup> & 7<sup>th</sup> May 2012.

Yours faithfully,

Gordon Carson



## Winter Meetings

At Ryston Park Golf Club along the A10 on the 3rd Thursday of each month at 7.30pm. Members and guests are very welcome.

December 15th:

Peter Carter, The Eel Man



January 29th:

Steven Pope, A Year on a Victorian Farm

February 16th: Polly Howart, Fenland Folklore

March 15th: Stuart Gibbard, Tanks to Tractors

*I do hope that you will enjoy the speakers I have arranged for you this winter. If you have any special topics you would like to hear about or if you know someone who gives suitable presentations, please contact the new Winter Meetings Organiser or a member of the committee. Shane*

### DIARY DATES 2012

**Downham Market Carnival Monday June 4th**  
contact **Peter Thorpe** for details 01366 347678

**Prickwillow Ploughing Festival 6th & 7th October**  
at Green Farm, and the Engine Museum, Prickwillow. Includes heavy horse and vintage tractor ploughing, working horticultural exhibits, static exhibits, engines and vehicles, music and entertainment for all the family and much more. Further details from 01353 662645 or Pauline Dunham on 10353 720737

### Guestwick first ever Tractor Road Run

Sunday May 20th Meet 10am at Station Farm Barn, Guestwick by kind permission of Sir John White Bt.  
Entry fee £10 passengers £5 children under 12 free.  
Raffle and food at start, lunch included en route.  
contact Kevin or Elsie Roye 01362 684213

**Bamford's Engine & Machinery Group Vintage Rally 1st & 2nd September**, to be held at Ken Halden's Woodhouse Cottage Farm, Nabb Lane, Rocester. Send a S.A.E. For passes to Phillip Wood 6, Edes Farm Drive, Rocester, Uttoxeter, Staffs. ST14 5NW

For more Vintage News and Views go to our web-site :

[www.nvttec-ea.org.uk](http://www.nvttec-ea.org.uk)



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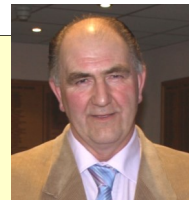
# CHAIRMAN'S CHAT

From time to time all good engines need a service and a change of intricate parts. This also applies in all walks of life and so at this A.G.M. we say 'thank you' to Henry Howlett as well as Chris and Shane Martin who will be standing down as committee members. Also Andrew Hunt has stood down as Rally Organiser after many years at the helm. Henry has served the Club for many years as committee member, chairman and as my vice chairman. Chris and Shane more recently joined the committee working hard as a team organising the engines at Stradsett Rally and Shane the winter programme and summer visits. Andrew has been the driving inspiration behind Stradsett Rally for some 20yrs during which it has grown from a relatively small rally to the large, very well attended event of today.

As with the new oil change replacement we welcome new members to the committee :- David Askew and Clive Richardson. Gordon Carson, who came onto the committee last year, is taking on the mantle of Stradsett Rally organiser.

I myself have notified the committee that this year will

be my last as your chairman and will not be seeking re-election in November 2012, although I am happy to continue to serve on the committee.



With the loss of summer events at Rougham Air Field and Walpole it is important to keep Stradsett going from strength to strength. Gordon is already bringing fresh thoughts and ideas which are being worked on in readiness for next May.

The winter programme got underway in October and was very well attended with a few new faces. These evenings are a good chance to catch up with friends and club members and hear about each others projects that may be under way in the garden shed or, God forbid, in the living room!

Well its nearly time to hang up my Christmas Stocking, so to you all have a HAPPY MERRY CHRISTMAS. Peter

## Membership Matters

Hi to you all ,

We are now at the end of 2011 what a year we have had, I think without any hesitation we can say that the Stradsett Rally was the best ever.



The many other activities the club has been involved with have also been a magnificent, thank you to all those who have joined in.

Now to the real reason for my chat in this magazine its time for the membership fees to be sent to me ready for next year 2012, there are no changes to any of the fees, that's something you don't hear very often, enjoy being part of this great team.

At this point it's perhaps worth reviewing some of the benefits of NVTEC membership:

- 8 top quality magazines (4 Vintage Torque and 4 Vaporising) delivered to your door.
- Group meetings with great speakers and the chance to mix with like-minded people.
- Group events including rallies, working weekends and road runs.
- £5 million pounds worth of public liability insurance.

Well this is the time I now wish one and all a very happy Christmas and prosperous new year. To all those people who have lost a loved one we will be thinking of you.

Chir

14 The Paddocks, Downham Market,  
Norfolk PE38 9JA ☎ 01366 388907

Email : [membership@nvtec-ea.org.uk](mailto:membership@nvtec-ea.org.uk)



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

**Mr Peter Thorpe: Chairman** 01366 347678  
[p.thorpe5178@btinternet.com](mailto:p.thorpe5178@btinternet.com)

**Mr Ted Gray: Secretary** 01553 617653  
[kalif1@btopenworld.com](mailto:kalif1@btopenworld.com)

**Mr Gordon Carson: Stradsett Rally Organiser and Publicity Officer** 01945 880091  
[stradsett@nvtec-ea.org.uk](mailto:stradsett@nvtec-ea.org.uk)

**Mrs Chris Hunt: Membership Secretary** 01366 388907  
[membership@nvtec-ea.org.uk](mailto:membership@nvtec-ea.org.uk)

**Mr Andrew Hunt: Treasurer** 01366 388907  
[andrewhunt.14@live.co.uk](mailto:andrewhunt.14@live.co.uk)

**Mr Gary Good: Safety Officer** 01366 377645  
[gpgood@btinternet.com](mailto:gpgood@btinternet.com)

**Mr Malcolm Mycock: Working Weekend Organiser** 01366 500250  
[caramal52@yahoo.co.uk](mailto:caramal52@yahoo.co.uk)

**Mr Cliff Armsby:** 01366 500435

**Mr Jason Armsby:** 01366 500694  
[jason.armsby@live.co.uk](mailto:jason.armsby@live.co.uk)

**Mr John Moulis:** 01406 550412  
[jonmoulis@aol.com](mailto:jonmoulis@aol.com)

**Mr Reg Fletcher:** 01366 383134  
[rhino1511@yahoo.co.uk](mailto:rhino1511@yahoo.co.uk)

**Mr Clive Richardson: Stradsett Engine Steward** 07789266423  
[julieteddybear@hotmail.com](mailto:julieteddybear@hotmail.com)

**Mr David Askew:** 01945 430481  
[susanaskew1@aol.com](mailto:susanaskew1@aol.com)

**Mrs Vivien Gray: Newsletter Editor** 01553 617653  
Laurel Bank, School Road, St Germans, King's Lynn,  
Norfolk, PE34 3DR Email: [kalif1@btopenworld.com](mailto:kalif1@btopenworld.com)

**E** You will have noticed that we now have full colour due to Andrew striking a good deal with Keith the Printer! This means that the pictures you send me will look so much better so please take your camera with you when exhibiting or visiting and capture those special moments for us all to share! I would like to say 'thank you' to all the people who are contributing to this newsletter and helping to make it an interesting read. The deadline for the March 2012 newsletter is February 11th 2012. I can take information over the phone or you can email me or use the post. My details are in the Committee Contacts column on the left.

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**r** I look forward to hearing from you. Happy Christmas Viv

*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.*