



VINTAGE TORQUE

Preserving the past for future generations

JUNE 2016 Editor Viv Gray

Malvern Show 2016

Well it seemed like it was only yesterday that it was Christmas and now we're travelling 162 miles from Norfolk to the Three Counties Showground in Worcestershire. The NVTEC-EA Group have attended this show for several years and have become well known at the show. Despite this winter being the warmest on record it was very cold over the weekend. However, it was the end of February so Mark Woodward and his team couldn't have asked for better weather. We arrived about 1pm and the hall we were in was already virtually full so we couldn't get the lorry in to unload. Myself, my wife Jayne and my son Jason along with Paul and Wendy Mackellow and Stuart Bailey soon got unloaded and set up.

Our theme this year was duplicating a stand from an agricultural show from the past. We were a bit restricted due to the distance we have to travel but I feel we always do our best. First up was Stuart Bailey with his Fordson E27N Land Utility Model. This is a four-cylinder petrol/TVO with an electric start and it ran, looked and sounded great. Then came my son Jason's new purchase which is a rare Allis Chalmers Model C Row Crop on steel wheels. This 1943 tractor reg: PV8577 and serial number-C19681 came from the Paul Rackham sale on 26th September and he is very pleased with it. It was built at Allis Chalmers tractor division Milwaukee and introduced in 1940, the model C was a tricycle version of the more common model B. The model C's three speed gearbox and torque-tube transmission were based on the B design but the C was fitted with a bigger engine giving it 16.75 HP at the drawbar and 200.2 at the belt. Bryan and I were next up with the 1945 Marshal Model M. This tractor was purchased from Barmouth, North Wales on 2nd October 2004 from a dispersal sale of the late Rodney Bryne. I remember leaving home at 3.30am and arriving in sleet and snow. All proceeds of that sale went to the National Trust. The Marshall underwent a full restoration from an engine rebuild to a complete paint job. Paul and Wendy Mackellow took their Wheel Horse Commando 8 petrol lawn tractor built in 1968 and restored in 2003. By the late 1960's Wheel Horse were offering a range of tractors and had opened a new factory in Belgium. We added a few smaller items such as our restored 1940 potato scales built by the Isle of Ely Co maker of Wisbech. We also took a single row, hand operated seed drill from S.C.Darby Agent, Wickford and our skeleton petrol pump built by H.J.Goodwin Ltd in the early 1920's, no: 10634 P.

This year the show was bigger than ever with the use of the other large building which made us walk around more. There was a great display of vintage and classic tractors but there weren't many veteran old steel wheel tractors which is where my passion really lies. The shows and magazines do seem to be moving away from steel wheeled tractors and on to later ones but I truly hope they will reconsider this and make sure there is a place for them all. Steel wheeled tractors are a big part of our heritage and have a lot of character as well as many early features not seen on the later tractors. Having said that it was a David Brown 50 D Crawler that won the top prize at the show and a very worthy winner. Leominster took their trophy back for Best Club Stand after us beating them in 2015. I had to congratulate them on a stunning club stand though. The Saturday sale run by H.J.Pugh & co has become very popular with over 1,950 lots entered. Many people come especially for that and what is remarkable is that they have to pay to enter yet people still flock from all over the country. It was good to see many of our club and national members attending the show. Terry Myhill and his friend travelled all the way from Foulsham just for the day which is a credit to the show that people come from such a distance. There were a couple of other East Anglia members exhibiting but not on our stand. Stephen and Vanessa Hall were in the horticultural section with their Tarpen collection of tools from 1960 onwards and their Mayfield MK5 1960. Parked just on from me was a nice 1923 Ford Model T Tourer. This had a 2.9L 4 cylinder 20bhp engine and would have cost £180 when new. It was owned by Adam Phelps from Chepstow. The weekend soon came to an end and by 4.45pm it was clear for me to get the lorry in and with many helping hands we were soon loaded up and on our way home. Thanks to all who came to see us over the weekend and to those who helped out. Gordon Carson



Junior Club



I've been looking forward to the first rally this year at Flixton. I took one of my seed drills. Dad took his traction engine and a stationary engine. There were lots of planes. We had a good day. From Silas

All Junior Club members who attended Stradsett Rally received a special gift of a tractor model sponsored by Ernest Doe and Matthew Hoy. A big THANK YOU to Matthew for arranging this. He is shown below presenting Harvey Rutterford, left, and Harvey Mitchell-Crook and with their models. Unfortunately Lily Mitchell-Crook was unwell on Sunday so Harvey collected the model on her behalf. On Monday Lily was feeling well enough to parade in the ring as you will see in the Stradsett Supplement. It was great to see so many happy Junior Club members enjoying their time at Stradsett Rally. Viv



Jayden and Kian enjoying their 'tractor sit on' at Stradsett.



Steward Andrew Bennett presenting Charlie Brett-Reynolds with his model

We welcome two new Junior Club members, George Collison and Freddie Young.

Happy Birthday Wishes

Reece Enefer-Harrison who was 10 years old on April 26th

Harvey Rutterford who was 6 years old on April 26th

Jaydn Gay who will be 6 years old on June 24th

Ross Martin who will be 15 years old on June 30th

Silas Hannant who will be 8 years old on July 3rd

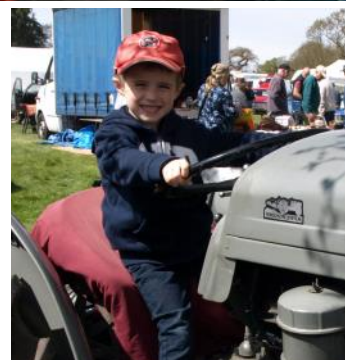
Logan Freear who will be 10 years old on July 5th

Harry Rayner who will be 11 years old on July 14th



Finley's Rally

My Dad and Grandad have been doing a lot of work to our house so we haven't had time to go and play in the sheds. I decided instead to get my toys out and create my own tractor rally which I wanted to share with you. I lined them all up it both colour and age and also put some around the ring and commentated on just like my grandad does. When grandad came in I showed him my rally and told him to do some commentary as he needs to get his practice in for later in the year. Hope you like my rally. Finley Creasey. Yes we do, thank you. Finley enjoying his 'tractor sit on' at Stradsett Rally



Freddie Withers and right Joshua Bird



Samuel Taylor at Stradsett enjoying his 'tractor sit on'.



The Lime Burner at West Dereham

By Alan Creasey

My son and I took some scrap metal to the weigh-in at Abbey Station, West Dereham the other day and the route we used took us along the quaint narrow road known as Lime Kiln Lane. I was telling my son and heir about the time years ago when my Dad and I combined the big field alongside this lane with a Massey Ferguson 65 – Mark II (which was new then!), towing a Ransomes 5ft 6 ins cut trailed combine. This model was powered by the Fergie's pto and was a "bagger". These trailed combines were made in Ipswich by Ransomes Simms and Jeffries under licence from a continental manufacturer, whose name escapes me now. That's age for yer! The big field wraps around a small wood and upon seeing this it gave me an idea for a magazine article for our Viv – and indeed here it is.

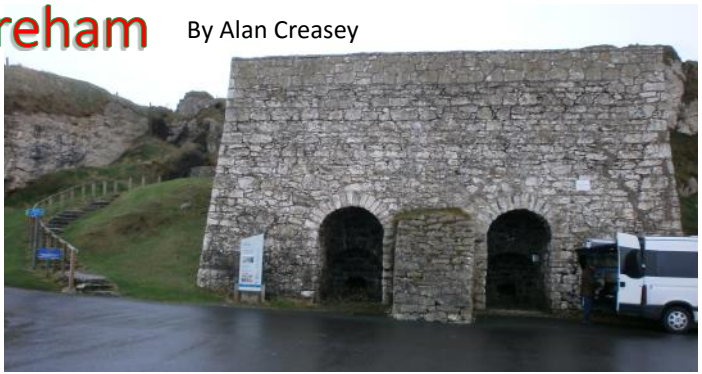
Along Lime Kiln Lane there are two rough little wild-grown woods, they lay on either side of the lane. They look more like thickets now with self-sown species like sycamore, ash, elder etc., predominating, all choked up with the usual brambles, ivy, nettles and so on. However, these places didn't look like this when I was a boy living on our small farm situated about a half-mile away on the West Norfolk ridge. These little woods were small quarries – known locally as Chalk Pits. The Cretaceous chalk layer outcrops at the high end of West Dereham and the material was extracted and used commercially years ago. A Lime Burner lived in a small cottage in the bottom of the quarry on the right-hand side of the Lane, as you are travelling southwards towards West Dereham. You can still just about make out his Kilns from the road which are situated in the left-hand wood. He produced Quick-Lime on a small-scale commercial basis – certainly up to the mid-sixties because I clearly remember as a boy of around 10 or 11 seeing the smoke from the Kiln on the horizon from my vantage point at Anzac Farm.

The 'Lime Burner' was a Country Craft practised all over the UK wherever the main resource could be found (Calcium Carbonate) – in this case it was Chalk but elsewhere Limestone or even Seashells was used to produce the saleable commodity of Quick Lime (CaO).

Quicklime had three main uses:-

As a type of Agricultural or Horticultural fertiliser (because it is alkaline it can neutralise acidic soils), as a main ingredient in the building trade (for mortars, plaster and lime-wash paint) and as a steriliser for reduction of disease (in mass burials of animal carcasses or for clearing murky well-water etc.)

The Lime Kiln, I remember, at West Dereham followed the pattern of the typical arrangement for these devices. It was a brick-lined chamber let into the vertical chalk face of the quarry, open at the top for filling, emptying and for the smoke and gas to escape. (There may possibly even have been 2 of these side-by-side so that production could carry on with minimum down-time for reloading with raw materials).



Let into the bottom of the large chamber was a sturdy iron grate to hold up the lumps of Chalk packed into the pot. Then wood fires were lit beneath the grate and the vertical up-draft kept the whole thing going. The Lime Burner would have to attend to these kilns day and night for 48 hours at a time, because it takes roughly this long to change the Chalk into Quicklime by the ejection from the Calcium Carbonate compound of the gas Carbon Dioxide.

Usually Quicklime is 'slaked' with water by the Builders or Plasterers to form Slaked Lime Putty (Calcium Hydroxide) which is then mixed with sand for mortars etc. This process is quite startling when you see it for the first time because the chemical reaction gives off a lot of heat, steam and fizzing (wild!) All limes have to be handled with care because they are very caustic and harmful to humans and other animals. The use of 'proper' lime mortars and plasters is enjoying something of a renaissance in recent years (thank goodness) for building works to solid-walled construction because these properties need to 'breathe' out their moisture vapour – something that modern construction materials like Cements and Gypsum plasters "fail miserably to do!"

I was telling Malcolm at the Stradsett meeting the other night about my planned subject matter for an article for Viv and he immediately remarked that Stoke Ferry had an active Chalk Quarry complete with a Lime Kiln and remnants of this are still there somewhere opposite to Bonnett's Shop in the village. I wouldn't be surprised if there was a similar set up in many of the places where you all live today? Have a look out in your travels and you might be amazed to see this reflected in a modern-day street, road or lane name, e.g. Lime Street, Kiln Drive etc. Traditionally villages and towns in our East Anglian area often possessed brick yards and kilns (but that's another story!) Happy hunting in your own locality!

People: the preservation of our history and heritage is what we are all about.



flying and they receive no regular funding from the government. This equates to just £3 per person per year for the population of East Anglia. The average cost of each mission is £3,500.00. The aircraft can reach patients anywhere in the region within 25 minutes. They deliver A&E level care to the scene and then transport them rapidly to hospital if required. Most of the time they can land safely on a nearby field or a garden but have landed on the Orwell Bridge in Ipswich, on top of the multi-storey car park in Peterborough and the Castle Mall in Norwich.

We all had a great morning and met the dedicated staff: Pilot – Steve Norris Paramedic – Neil Flowes Doctor – Vicky Smith Doctor – Zoe Smeed

I am sure you all agree with me that these are some amazing people. The Air Ambulance's motto is 'We need you today, you may need us tomorrow'. Thank you to all involved on the day; we look forward to continuing to support this great charity. Gordon Carson

NVTEC-EA Visit to the East Anglian Air Ambulance

Our club has been raising money for local charities for over 40 years but none more important than the EAAA. In 2015 alone we donated £15,135.00 which was made up of £14,000.00 from our Stradsett Park Vintage Rally held on the first May bank holiday each year and £1,135.00 from our Road Run held in April. 5 of us were fortunate enough to be invited to Norwich Airport on Wednesday 3rd March to look around their facilities and their brand new helicopter, which had only been in service for 3 days. Myself, Andrew Bennett, Malcolm Bush and Henry Howlett, all met at Ted's about 8:45am for a bacon roll and a cup of tea (thank you Viv and Ted). We arrived at the airport on time for our 11.00am appointment where they are based in the bond offshore area. We were greeted by Matthew Jones, Director of Operations, and Richard Hindson, Critical Operations Manager. Both seemed very knowledgeable and dedicated to their work.

We were very lucky as we got to look around their old 135 and their new 145. The new 145 is much bigger, more powerful and has a much longer range from base. All the new 145s in the country are serviced at Norwich. These new machines cost a staggering £5.5million, weigh around 3200 kg and can travel at 75 knots using their twin engines. The EAAA run from both Norwich and Cambridge airports and cover Cambridgeshire, Norfolk, Bedfordshire and Suffolk. Much of it is quite rural with many inaccessible and remote places. Since the millennium they have attended over 17,000 life-saving incidents, touching and changing the lives of thousands of people. The EAAA was the first air ambulance in the country to attend incidents in the hours of darkness to unknown and unlit sites. It costs just over £10million per year to keep this

Four East Anglia Group members enjoy a tractor-trip to the States.

Following on from our successful tractor enthusiast's tour of the Mid West in 2010, it was always on the cards that Malcolm Bush, Terry Myhill and I would likely return at some time, not least because we had some unfinished business to attend to! You see: back in 2010 we got Malcolm Bush to his beloved John Deere tractor works at Waterloo, but he never made it inside! That's because, at the time of our visit, tractor sales were in recession: and the factory was on temporary shutdown- in essence the normal fortnight summer holiday had been extended by another two weeks to balance build targets with sales.

It was a bitter blow for Malcolm because as we all know he doesn't have red and white corpuscles in his blood but green and yellow ones! Anyway, this time things would be different, not least because we'd be travelling in March!

'You going to Iowa in March?' friends said 'You must be mad- it's still cold there then isn't it?'

I must admit they'd got a point; there are warmer States at that time of year but not for us- as we'd got an ulterior motive- for we had decided to attend the Gathering of the Green!

Held every other year: Gathering of the Green (GOTG) is a four day International conference for owners, collectors and restorers of antique John Deere equipment.

Obviously it wouldn't be worthwhile to travel in excess of four thousand miles for just four days, so we decided to throw in a few more places of interest to double the length of our stay. But in the event we had to extend our planned ten-day vacation by another day, as there were no scheduled flights home at a realistic time.

The scene was set, arrangements made, and we looked forward to the trip. Once again Terry would be the driver, me the navigator, and Malcolm would enjoy the view, and joining us this time was a young tractor driver from Lincolnshire named Gary who wanted to visit John Deere. But, however well you plan a trip one can never choose the weather- and on the morning of our departure I couldn't believe my eyes when I opened the curtains and couldn't see more than 20 metres for thick fog! Brilliant! Hang on it was Friday the 11th not 13th! It was a good job we'd allowed plenty of travelling time for the journey to the airport.

Thankfully everyone was well behaved on the roads and with no accidents to hinder us we made it to Heathrow on time. However the early fog had seriously disrupted flight schedules, and our plane Boeing a 767-300 would be an hour late taking off. This was serious: as we'd only one hour and fifty minutes to catch our next flight at the other end! We travelled in hope, enjoying the scenic beauty of Greenland with its snow-covered peaks basking in glorious sunshine. In the event further unforeseen delays resulting in us landing after our next flight had taken-off! Oh the woes of International travel!

Try as she could: the booking clerk could not find a way to get us all to Omaha that evening!

'Distressed passengers' we were, I kid you not- that's the term used and with no spare places on later flights that day- we were given free tickets to a local hotel and told where to catch the shuttle bus.

Stepping out of the air-conditioned Atlanta Georgia terminal building – it hit us and Malcolm exclaimed 'Christ- who's turned the heating on!' It was late evening and 75 degrees Fahrenheit. Nice.

Our flight to Omaha Nebraska was scheduled for 8.50am and we were told to be on-site at least 2 hours early! At the hotel we reserved places on the 6.30 shuttle bus and looked forward to a few hours kip- it had been a long day we'd been up for 23 hours!

Day 2 began early and back at the terminal- we had to once again clear security- and it was then we realised what a busy hub Atlanta is! Lots of walking needed to get through the zigzag queuing lines even when empty! Backwards and forwards we went, and with me at the front of our crew -and Malcolm at the rear- we met on every bout! With each meeting came a comment 'don't I know you?', 'your face looks familiar', 'you still here!', 'This is worse than work!' and so on.

Our flight to Omaha Nebraska was aboard a small 65 seat Embraer CRJ700 jet- cosy, manoeuvrable and very fast- this is a GTI of passenger planes! But the two-hour journey turned in to three- as we'd crossed a time zone! Now six-hours behind the UK.



AVOCA, IOWA Famous engine 6HP SN JB1321E International Harvester Chicago, USA, Built 1905-1917 The engines were used for belt pulley purposes only such as running wood saws, corn shelling, cream separators, husker-shellers, hay press and small threshers. The engine was transported from job to job by horses.



Omaha was much cooler and on par with what we'd left behind the UK. About 10c (50F) But there was a problem where was our luggage? Before we'd been classified as 'distressed travellers' at Atlanta, had our luggage had been taken for forwarding to Omaha? Where was it now? There was a brief period of relief when Malcolm's, Terry's and Gary's cases were spotted in the baggage claim office but euphoria quickly turned to despair when mine wasn't there? But at just that moment Terry spotted my case on the carousel! Phew! Obviously it had travelled with us that morning- buy why was it separated from the others?

Hiring the car was easy- I'd booked a 'Chrysler Grand Caravan'- to you and me that's a 'Chrysler Voyager' people carrier in the UK! When the clerk checked the order and verified 'You ordered a caravan sir?' In the background I heard Malcolm exclaim 'Caravan???' But our caravan wasn't a caravan- but a 1400 mile Kia Sedona 7 seat people carrier with electric rear doors and a silky smooth 3.2litre V6 petrol motor- lovely!

Strangely, despite the trials and tribulations of our journey- we'd lost no time at all: as we still had sufficient time to easily cover the 50 miles to our first destination at Avoca Iowa.

We arrived almost bang on noon at Embers restaurant and enjoyed a hearty meal in this humble small town establishment.

At just after one we drove next-door to Farmall-land-USA the private collection of Jerry and Joyce Mez. Dedicated to the Red and Silver brand of International Harvester the collection is just breathtaking, and a shrine to the brand- that tried to build nearly everything! What's more most of it is here; from refrigerators to lorries and cars, and so well presented in two pristine heated barns with shiny tiled floors. This place is cleaner than many houses!

Jerry explained that his father took on an IH franchise in 1943, and Jerry joined the business in 1964, and in due course added another two local outlets. During his career as a dealer: he kept really nice trade ins, and bought interesting machines for sale elsewhere and his collection grew into a hobby. In 2006 Jerry decided to retire, sell his dealerships, buy a few more tractors and open a museum dedicated to the brand and that's how Farmall land began.

It's a really special place, and well worth a visit if you are ever in South-West Iowa. Jerry has tried to collect and display a selection of tractors that represent IH through the decades, from the Mogul, Titan and Junior's to the 1970/80's.

The most bizarre tractor on display is a modified F20 from the 1930's on huge eight- feet tall rear wheels and towing a tiny drill? In the dust bowl of the 30's there was a craze to under-sow cereals between the rows of sweet corn prior to harvest, to conserve moisture and get a wheat crop started early. To achieve this: drill makers built narrow 5 row drills to be pulled by a single horse between the mature rows of tall corn. But, this was a slow laborious process and tractor farmers wanted something quicker, so an ingenious blacksmith created a solution. By fitting the F 20 with big wheels and a steering pedestal extension-the tractor could straddle the tall corn crop and tow three of the horse drills -one on the hitch and one behind each rear wheel!

It is thought the blacksmith built three examples, Jerry heard about this one -the only survivor from a mechanic of his who saw it in a scrap yard! Jerry immediately rushed to buy it!

One of the rarest tractors in the museum is a 1962 IH 4300 one of just 36 made, this equal wheeled 200hp monster was built to compete with the John Deere 8010/8020 but neither was successful because they were simply too big and advanced for the time.

Jerry's favourite tractor is a 1966 IH 1206 with which he's won many trophies tractor pulling. He says the 1206 was a brilliant model- as it would easily work 10000hrs before needing an overhaul, and was built so strong that it can be boosted to 200hp for pulling without breaking. Jerry has also competed in tractor pulling classes for garden tractors, and his machines and trophies are displayed in the museum.

Finally, for the ladies Joyce has created a 'tractor widow's lounge' to exhibit her collection of dolls and embroidered pieces. Management of a museum of this size is not easy: just keeping it clean is a mammoth undertaking, to help him- Jerry has a loyal band of friends who assist to whom he is very grateful.

We spent four very pleasurable hours viewing the exhibits and talking to Jerry, his wife Joyce and helper Jackie. Farmall land is open to the public from April to October, Tuesday to Saturday 10-5pm, Sunday Noon to 5pm, and by private appointment at other times. We were very grateful to Jerry for finding time to open specially for us out of season.



Departing just after 5pm we split the evening travelling the 90 miles to Des Moines (Capital of Iowa) and enjoying a roast dinner in Perkins restaurant.

It had been an eventful couple of days, but now we could relax and look forward as there were many more tractor related attractions still to come!

Many thanks Darren for your interesting article. I look forward to reading the next episode! Viv



Chairman's Chat

After an enjoyable and entertaining series of winter meetings we moved on to the spring activities, namely our annual barbecue and road run which was better supported and raised £ 1,000 for East Anglia Air Ambulance. A few days later we boarded a coach to the Caterpillar Factory at Leicester where we were warmly welcomed by their staff and given a tour of the premises. After lunch we had a group photograph taken (look out for it in the magazine).



The month of May dawned which meant it was Stradsett time again and again we were not disappointed at the effort and time given by everyone to make this annual event a fantastic success. Unfortunately in the preceding weeks a substantial amount of rain had caused the ground to become boggy especially in the car park, consequently measures had to be taken to try and alleviate the problem (well we tried!!). The different layout this year worked really well thanks to a lot of work by Gordon. Thanks and gratitude for everyone who work so hard all year round to make this Club so enjoyable and successful. Looking forward to the Working Weekend at the new site, hope to see you there.

Enjoy the summer. **Henry.**

NVTEC East Anglia Group Contact Details for Officers and Committee 2015

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Mr Gordon Carson: Stradsett Rally Organiser, Publicity Officer
stradsett@nvtec-ea.org.uk 01945880091 07860658767

Mrs Chris Hunt: Membership Secretary 01366388907
membership@nvtec-ea.org.uk

Mrs Judy Webb: Vice Chair, Stradsett Cars/Bikes/Commercials etc
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Mrs Jayne Carson: Treasurer 01945880091

Mr David Askew: Road Run Organiser 01945430481 07748287107
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Mr Ian Long: Winter Meetings/Summer Visits Organiser
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Membership Matters

Hi All

Well we've had Stradsett Rally again and the team put in a huge effort to get everything ready, so I hope you enjoyed it. You will find a list of rallies and other things to join in on the next page of this magazine.

I have just about had all the renewal memberships in, if you have not done yours its still not too late. I need to ask a favour, please get your friends to join so I have some work to do otherwise Andrew will find me something if you don't.

The next thing is for me to wish all those who can't make the meetings and rallies a happy summer and enjoy your magazine. Have a great summer all.

Please send them to:

Chris Hunt at 14, The Paddocks, Downham Market, Norfolk, PE38 9JA or email your update to: membership@nvtec-ea.org.uk

Thank you. **Chris**

For more Vintage News and Views of many photographs go to our website : 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)

Ken Oatey passed away on April 5th 2016 aged 81 years. He was unable to attend rallies in recent years but remained a club member with a keen interest in club activities. He once had a Honda Civic which was written off after an accident and this is the poem that Ken wrote and sent to the D.V.L.A.



My Honda has gone to heaven, to that scrapyard in the sky.

It's gone to rest in pieces, where cars go when they die.

The sun shines on the bonnet, there is no wintry weather,

No M.O.T's no anti-freeze and cam-belts last forever.

Perhaps you should shred your records now you know this is the end.

As I say goodbye and thankyou to my long-time faithful friend.

Ken Oatey R.I.P

Geoffrey Websdale, pictured on his tractor in his younger days, passed away at the Linden Court Home, Watton on April 1st 2016 aged 74 years. R.I.P. Geoffrey Websdale



Club Clothing



We have several items in stock as follows:

Grey Baseball caps £5.75 Black Baseball caps £6, Sweat Shirts green, maroon, navy, dark& light grey £15: Long Sleeve Polo navy, green £15: Short sleeve Polo green, maroon, dark grey £12: Boiler suit, green, studs 40" £17: Long sleeve fleece grey, green £25: Padded Body warmer, olive xxl £18: Lightweight Body warmer medium navy £14. Poplin shirt, grey 16 1/2" collar £15.

Phone Viv to place your order, see contact details in next column. Items not in stock take about 3 weeks to deliver. If you have any other requests for clothing please ask.

Thank you to all who have contributed to this issue and I hope you enjoy your Stradsett Supplement. Please note there are some changes in contact details. Viv

Diary Dates

Hockwold Country Fair Sunday June 5th at Wilton Farm. Adults £3.50 contact Judy Webb on judith.webb127@btinternet.com

Holbeach Town & Country Fayre 18th & 19th June

Manor farm Grimston, St Botolphs Vintage Tractor Road Run. Sunday June 19th

The event will take place on Sunday, June 19th, with tractors meeting by 10.00am and setting off at 10.30am. The route will traverse the village and will head for Great Massingham continuing through Harpley to Anmer and on to Sandringham before returning to Grimston via Hillington at around 2.30. The run will cover approximately 22 miles. Once again a free packed lunch will be provided by the organisers to be taken on the green at Massingham.

Bacon butties, coffee and tea will be available by 10.00am before the run starts. Afterwards there will be a family afternoon from 2pm at Manor Farm with farm machinery, steam traction, stalls and attractions, hog roast, strawberries and cream, a beer tent and BBQ.

The Road Run is being organised by Roger Coe and more information and entry forms can be obtained from him at Manor Farm, Grimston, King's Lynn, PE32 1BG, telephone 07739 892141, or from Trevor Stebbings on 01553 630603

The Kettle Auto Jumble Sunday 31st July and Sunday 30th October from 8am to 1pm entry adults and children £3.50 To book a pitch for £12 phone 01728724858 Held at Church Farm, Kettleburgh near Woodbridge Suffolk IP13 7LF

Hilgay Vintage & Country Show – August 6th & 7th 2016, known as the 'friendly show' now celebrating its ninth year. Come and meet up again with old acquaintances. There are Vintage Tractors, Cars, Lorries, Motorcycles and Stationary Engines and now in its third year, the Craft Village which aims to showcase local crafting talent. Other highlights include a demonstration from chainsaw artist 'Sally May', a Leonberger dog carting display to music, plus much more. Also trade stalls and refreshments. We look forward to welcoming you to our traditional Village Show run by local people for the enjoyment of all.

All enquiries to Peter Bates 01366 387988 or Billy Pope 01366 377814

Lincoln Steam & Vintage Rally 20th & 21st August 01507605937

Earls Barton Rally & Country Fair 28th & 29th August 01604891686

Boston Steam & Vintage Festival 3rd & 4th September 01205366018

Haddenham Steam Rally 10th & 11th September 01487842771

Little Casterton Working Weekend 17th & 18th September

Tony's Trosh, harvesting & ploughing through the ages 10th & 11th September

11am to 5pm each day North side of B1145 between Bawdswell and Billingford. Entry/parking £5 Come and help with the harvest using heritage machines and taste the result. Stationary engines, stalls, tombola, food and bar. Carboot on Sunday, £5 per pitch. Contact Tony Hood 01362 688281 Kevin Roye 01362 684213

Tracks & Steel Wheels, October 9th Venue to be decided. Contact Neville Websdale : 07881805368

Newark 12th & 13th November 07802241035 For enquiries re: Club Stand please contact Gordon Carson on 07860658767

RARE VISIT OPPORTUNITY NOT TO BE MISSED

James Coward has invited the East Anglian Group for a rare visit to see his great collection of steam, tractors, engines, cars etc on Wednesday evening 22nd June at 6.30pm At Singlesole Farm, Crowland Road, Thorney, Peterborough, PE6 0PB

No need to book but please be prompt. Any queries please give me a call

Gordon Carson 07860658767



3rd & 4th September 2016 Working Weekend & Ploughing Match

This is a new venue by kind permission of Hugh Mason
Smeeth Farm, Beechamwell, off A1122) Swaffham PE33 9DL

Experience the real working environment
Get help from knowledgeable people
Enjoy the experience without pressure
Or test your skills against others in the
ploughing match. A trophy will be
awarded to the winner



Camping and refreshments on site.
Donations for charity MIACS reg:
no: 1164937 All entries to be
covered by a Public Liability Policy



For entry forms and further information
contact the organiser :

David Mycock 01366 500879

07977337095 or go to our website:

www.nvttec-ea.org.uk

In the past our Working Weekend has been at Oak Farm Stradsett but with the retirement of Sir Jeremy Bagge this venue is no longer available for us to use. Organiser, David Mycock has been hard pressed to find another venue so we are pleased to have the use of Smeeth Farm, Beechamwell and the support of Hugh Mason who suggested we also include a ploughing match. The charity we will be donating to is M.I.A.C.S. set up in 2015 in memory of Arthur Mason. Arthur was the 21 year old son of Hugh Mason who sadly lost his life in the summer of 2014 in a tragic, fatal accident on the family farm in Fincham. Arthur was a positive, fun loving and caring young man who was a keen rugby player. The family wanted something positive to come from their tragic loss and to focus on the work that Arthur would have done had he lived a full life-time. The charity, Moth in a China Shop was set up to help others directly involved in sport and health, offering support and education to all age groups in these areas where nutritional awareness or a rehabilitation programme and equipment is required. It is hoped that club members will give support to our new venture and come along to enjoy the weekend.

**Change of Date: Visit to Cooper Roller Bearings now on
Thursday June 9th . Meet in Cooper's car park 6.15pm
for 6.30pm start. Donations to charity. Contact Ian Long
for more details: 07962026315**

FOR SALE: 1976 P reg. Massey Ferguson 135 Multi Power. 5,168 Hours. Very Good Condition. Grass Tyres Fitted. Sale also includes Original Rear Wheels with V tread Tyres and Four Point Safety Frame as illustrated.

I also have a Three point linkage



transport Box to sell.
Contact John Woolley on
01945 584276 or
07789962201



Vintage Tractor Road Run 2016



David Askew 1964 Fordson Super Major



The annual Vintage Tractor Road Run was preceded by a sumptuous BBQ on Saturday evening amidst the Grace & Bryan Beba Tractor collection. Sunday morning the weather was fine and the 30 participants gathered in good spirits for the start at 10am led by organiser David Askew and his 1964 Fordson Super Major. The 30 mile route wound around Fenland lanes stopping for a pub lunch at the Coach and Horses in Tilney All Saints. The afternoon run took us through St Johns Fen End and a welcome stop for afternoon tea at the village hall in Marshland St James with tea, coffee, cakes and biscuits. A thousand pounds was raised by sponsorship and donations the highest being from Brian Powers who received a trophy. All proceeds will go to the East Anglia Ambulance. A big thank you to all the stewards who gave up their time to give us a safe and enjoyable day out, and to Gordon and Jayne Carson and Richard Perry and helpers for a delicious BBQ. We welcomed some new drivers and interest for next year is strong. *Ted Gray*



Allan Whiteman 1964 International



Malcolm Bush 1980 Renault 75/12



Terry Myhill 1967 International 434

