



DECEMBER 2017

# VINTAGE TORQUE

PRESERVING THE PAST FOR FUTURE GENERATIONS

## Christmas Greeting

from Gordon Carson

2017 has been a bit of a rough and tumble year for the club with the sad news that Viv Gray will no longer be doing the Vintage Torque which she has done so well for the last 12 years. Her dedication and work has been unbelievable so although the club will miss her I am sure I speak for us all when I thank her and wish her well for the future. We have now got a new editor and this is her first time so I hope you will support by sending in your photos etc and enjoy the new look Vintage Torque. Matthew Hoy has decided to step down and I especially would like to thank him for all his immense help and support over the past few years. Cliff Armsby, one of our very long standing committee members, was taken into hospital after the rally in early May. He spent many weeks in Addenbrookes but came home and is making a slow recovery so I wish him and his family all the best for the future. Then sadly Ted Gray our club secretary retired in September after nearly 20 years on the committee and I as club Secretary. Judy Webb then kindly agreed to stand in as Club secretary for the next 12 months to give us time to find a permanent one. If you are interested or know someone who might be please contact Henry. Then we lost our very much-loved rally after some 41 years. These will all be sadly missed but as a club we need to move on and look to the future. The club has again had a busy year attending many rallies around the country from Malvern in late February to the Newark Show in mid-November. We also held our annual road run in April, the Stradsett Rally at the end of April / start of May, summer visit and a coach trip to the JCB factory and of course our working weekend in early September. Thanks to all who helped and supported our club events, we look forward to doing most of them again in 2018. Whatever you all do, have a great Christmas and a very happy new year.

## Holbeach Marsh Vintage Tractor Events

Holbeach Marsh Vintage Tractor Events held its second yearly ploughing weekend on October 21 & 22 in aid of prostate cancer. In total over 70 people ploughed or cultivated the land donated by PJ Duffy. The event is the brainchild of the Pearsall family from Holbeach St Marks.

Ian Long



David Curtis taking notice of his plot.



Judy Webb on her loan outfit for the weekend.



Robert Morley making a fine job.

The NVTEC-EA committee are considering running a new rally however in order to do so **WE NEED YOUR HELP**. Setting up and running a rally is a very big task and a lot of work so in order for us to do this we need some new volunteers. If you can help, please contact one of the committee members with your details letting them know what sort of time you can give and what section you think you would like to help with. Without help we cannot put on these events for our members and raise money for great causes.

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





## Stradsett Park Vintage Rally 2017: The Full Story

The 2017 Stradsett Park Vintage Rally was to be the NVTEC-EA Club's 41st show. After the problems we had in 2016 with the wet field it was a real worry. To make things more complicated for me it was to be my wife Jaynes 50th birthday on Sunday 30th April and she really didn't want me organising it for 2017. Anyway, we agreed to disagree and she accepted me doing it and was happy to visit London for the weekend with her friend. The rally has grown and despite having a great team of helpers I felt we needed to make things a bit easier but there was no simple way of doing this. This may sound a bit odd but the first thing we did was to raise the price from £5.00 per adult to £7.50 per adult. We thought this would probably lose us some public but would still allow us the income to put on a safe and enjoyable show. Each year we were getting more and more public coming to the degree that we really couldn't cope with the parking and the road network. Our 2017 show saw about 1,300 less paying public which would equate to roughly 600 cars. We took more on the gate than 2016 but didn't have any real queues or car park issues which was better for everyone. Alfred Bagge allowed us to lay some permanent water pipes for the engine lines, catering and exhibitor's camping. Terry Myhill kindly came with his mole and Malcolm Bush also came to help and we had them in by dinner time one Wednesday in early February. Due to the Cheffins sale and the Norwich Show both being only a week before, we arranged to mark out the show on Friday 21st April. This went very well and 90% was finished by lunch time on Saturday. Also, to take the pressure off I had arranged for all our services, i.e. forklift, light towers, generators, skips, toilets, etc to be delivered on Thursday before the show to prevent congestion on the Friday. Despite it raining most of the day this worked very well.

I was back on site about 8:30am on Friday and exhibitors started arriving mid-morning. We had a bit of a rush about 11:00am but generally all went smoothly both Friday and Saturday. Our gate staff John and Janett Knight work tirelessly from Thursday morning through to Monday night along with the rest of the committee, their helpers and all the friends of Stradsett and I would like to thank them all very much. We must also thank Alfred Bagge and his family who let us hire roughly 90 acres for the weekend and what a fantastic site it is. The setting is just perfect for a vintage rally. I look after the catering and didn't have any complaints this year about the variety as I think we had something for everyone including fish and chips, baked potatoes, pizzas, hog roast, fresh fish, hot dogs, burgers, doughnuts, sausages, fajitas and of course our Sunday night hog roast at the beer tent. This year it included 2 sausages and baked beans and we were again entertained both days and Sunday evening by Perfect Vintage who are brilliant. We also had some jive dancers called Chocks Away for dancing - entertaining the public down the other end of the rally near the catering. On Saturday and Sunday we had bingo in the beer tent at 2:30pm for a bit of a change. This was organized and run by Debbie Curry and very well done thank you. The young Kings Lynn Air Cadets did a superb job as always of looking after the car park which is very hard work so thank you to all of them and Pauline Petch who looks after them. We again had helicopter rides which people thoroughly enjoyed.

We always try to put a full timetable of ring events but on the Sunday, we did get a bit behind so when I squeezed in the stock cars I soon got a telling off from Malcolm Mycock - rightfully so, although I really didn't realise the time. However, they did look good. Michael Hart and Alan Creasy could happily talk all day about these great vintage machines and I thank them both for their time and dedication. On the Monday, we kept reasonably on time so well done to all involved and to Malcolm Mycock. Ted Gray oversees all the trade stands along with a helping hand from his good friend Bob Withers. They seemed to fit everyone in somewhere even though all in all we had 80 trade stands selling a wide variety of goods with some very good-looking stalls. About 80% of the trade stands came and set up Friday and Saturday but the rest started arriving around 6:00am on both show days so it is a long hard day for the section stewards. Ted also looks after the vintage caravans and bygones of which there were about 30 or so. I bet Ted had a much-deserved sleep at night so well done.



Reg Fletcher has been the tractor steward for many years and he is supported by his wife Kath and Malcolm Bush and his wife Joan. Each year he has a theme and 2017 was sprayers and spreaders. We started off with the 100-year-old tractors and pre-1950 section and what a display it was. It included 3 English Austins, Mogul, Titan's, Case, Junior, John Deere, Ferguson, David Brown, Nuffield, Skoda, Huber and the Whiting Bull which is now up and running again. This tractor was at the first ever NVTEC-EA Rally in 1976 and its great seeing it running and going around the ring. Next was the 100 Years of Ford and Fordson display which was also fantastic. There was a wide selection of Fords including the Model F, Model N, E27N, Diesel Major, Dexters, Country's, 1000-8000 Series and then Alan Sale came all the way from Stoke on Trent with his Ford E83W service van built in 1951. My good friend Richard Perry brought along a New-Holland T7 315 heavy duty fitted with a tier 4B engine giving 6728cc. The max lift on the rear arms is an amazing 11 ton and its was fitted with auto command transmission with a maximum speed of 50k. The recommended retail price though was £221,687.00 compared to the 1917 model F at about £280.00. I also borrowed a 1923 Model T Ford Truck from John and Lorna Burgess to finish off the display. The 1950 - 1965 was another great display followed by a very impressive crawler display including Cletrac, International, Caterpillar of different sizes, David Brown, Allis Chalmers, Bristol, Universal and Track Marshall. Then came the 1965 onwards followed by the sprayers and spreaders and there were some brilliant combinations. None less than Darren Tebbit with his 1941 John Deere B.O. pulling a John Deere P212 muck spreader. Peter Allflatt also looked good with his Farmall H and a rare Bental muck spreader and Gavin Chapman was showing off his Ferguson TE20 and a Drake/Fletcher sprayer. Malcolm Robinson was on the Carrington Club stand with what I thought was a great combination. He had a Massey Harris General Purpose 4-wheel drive tractor, pulling a newly restored Massey Harris 11 sprayer. The effort that goes into these is mind blowing let alone the time and money.

The horticultural section also put on some great looking items but I must mention Mr and Mrs Van Den Broeck who travelled



all the way from Belgium to show off their 1945 Rotoette. Dave Buttress always impresses me by controlling all three Ransome Crawlers from sitting on the middle one. Jim and Mel Wakefield never let us down and again put on a great display.

After the hard 2016 rally, Clive Richardson decided to step down as engine steward and David Mycock agreed to take on the role with his wife Clare who both did a great job. David asked for more space and although we sorted this for him I really didn't think he would need it. However, he did have a variety of about 150 stationary engines which was very impressive.

Judy Webb is our vice chairman and has looked after the cars, commercials and motorcycles for a few years now and is helped by Ian Long. One of the rarest commercials onsite was owned by Mr Trevor Fox which was an Albion HD-73 which looked and sounded great. My son Jason and his mate Jake brought their old Chevrolet pickup trucks. Jason has a 1954 Chevrolet 3100 that he had imported from California last year and is fitted with a V8 engine. You certainly wouldn't want to drive to Scotland and back! I thought the display of cars, commercials, and motorcycles was excellent on both days so thank you to everyone for bringing them.

Old-school Superstox - for the last 2 years we have invited Stu Blyth and his friends with their old stock cars which many people remember watching them race. Stock car racing was introduced in England in 1954. Over the years many "stock-car" formula have evolved. Superstox were introduced in 1968 and still race to this day. Many people regard the 70s to 80s the best period of Superstox racing and is widely known as the 'Golden Years' of the formula. To recall and embrace this period and it's iconic cars that raced, Oldskool Superstox has been formed by a group of enthusiasts. Scouring the country for old original cars and restoring them back to how they were back in their day. Replica cars have also been built. With only the aid of photography and memories, these have been done as near as to how they were. The cars are not raced in 'anger', they only appear on track demonstrations. Attending events up and down the country we hope to bring back memories to those who attend race meetings during those 'Golden Years'.

Matthew Hoy, the assistant rally organiser, was again in charge of the steam engines and they looked brilliant. There was a Stanley Steam Car, Foden C Type Lorry, 9 Burrell Engines, Wallis & Stevens, Foster and a Marshall Portable. The steam engine boys always work endlessly on their machines and I applaud them for their hard work and dedication.

New for 2017 was the mini tractor pulling which the public seemed to thoroughly enjoy. Ian Thompson and Alec Crisp organised this and on behalf of the NVTEC-EA and Stradsett Rally I thank you. A lot of time, money and effort goes into all these so well done to all involved.

Each year we have a working area to display how things used to be done years ago. This also takes a lot of work, planning and sheer dedication. Peter Caley is the main man in this area and is helped by Reg Fletcher for the planning but on the weekend they all pulled together and worked wonders. Peter displayed his Foster threshing drum, Mr Derick Kirk worked his rack saw bench cutting up trees, Neil Ayres and crew demonstrated a stone crusher driven by an Allis U and Malcolm Mycock worked a saw bench on the back of a Ferguson. Thank you all for coming and working hard all weekend for us. This year we had 8 club stands and I was impressed with the marvellous displays put on by the Allis Chalmers Club, Blue Force, Peterborough Preservation Society, Notts NVTEC Group, Ford and Fordson, Starting Handle Club, Carrington Rally and the Downham Market Young Farmers. Well done to everyone involved and thank you for coming.



I normally book in the Norfolk Military Vehicle group however I can't take any credit for the fantastic display they put on this year. Fortunately, we had space at the end of the tractor lines but they filled it with one of the best displays I've seen so thank you. We again had a display of heavy horses which is another section that takes a lot of work and requires real dedication from the exhibitors. People love to see these incredible animals all dressed up and they looked great so thank you for coming once again.

Unfortunately, we did have an incident on the Sunday when Mr Mick Patrick was in the main ring with his halftrack Model F Ford when his brother-in-law ran up the back of him. Fortunately, nobody was hurt but this is the reason why there can only be one person on a tractor. If anyone had been standing on the drawbar like you do see, it could have been a major accident. Please abide by the rules and all keep safe.

Thank you again to all those that helped, exhibited and attended the rally. I look forward to seeing you all throughout the year.

Gordon Carson NVTEC-EA



## Vintage Tractor Charity Road Run

Sunday 1st April 2018

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 Saturday 31st March until 10am on Monday 2nd April.



For Entry and  
Sponsorship  
Forms Contact

David Askew 01945 430481  
Gordon Carson 01945 880091

Or Download Them From  
[www.nvtec-ea.org.uk](http://www.nvtec-ea.org.uk)

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

Supporting Registered





## Stradsett Rally to the Norwegian Fjords



As my wife's 50th birthday fell on the Sunday of Stradsett Rally I had to make amends somehow. We booked to go away on a cruise with our good friends Richard and Anola to visit the Norwegian Fjords on Sunday 7th May. Our second stop was over 65 miles inland down the 6th longest of the Fjords. On arrival in Olden we could see a nice old truck before we even got off the ship, which turned out to be a lovely old Volvo. I thought that would go very well with my J reg 1992 FL 617 but unfortunately the owner was a bus driver who was out at the time. Jayne then dragged me up the mountain for a walk where we came across a very nice old four-wheel drive tractor fitted with dual wheels but was embarrassed to admit that I couldn't think of the

make at the time. We also saw an old Cortina Estate and a little grey Ferguson hiding away. The next day I found another tractor which was fitted with a Trima 810 front loader and snow chains, of course it was a fiat, I should have known. Unfortunately, being on the bus meant I couldn't stop but on our travels there were plenty of different makes including Volvo, Nuffield, Ferguson, International and John Deere tractors in several yards and fields.

Gordon Carson  
NVTEC-EA



## NVTEC-EA Visit the JCB Factory

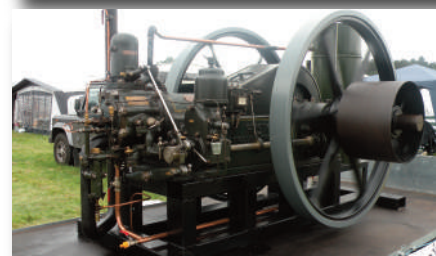
I had been asked several times to organise a coach trip to visit the JCB factory. However, you can only book tours 3 months in advance so we had to work it around our road run, vintage torque and Stradsett rally. We finally organised it for 18th June and left Harrod Coaches at 7:00am arriving at the factory just after 10:00am and unfortunately it rained all the way. We were welcomed with tea, coffee and biscuits then split into groups ready to start the very impressive tour. JCB stands for Joseph Cyril Bamford born in 1916 and the first thing he designed was a tap. JCB manufacture more than 300 products for the construction, industrial and agricultural industries. With 22 factories around the world, 12 in the UK and the rest in India, USA, China and Brazil, 85% of all the components used are made in their own factories. The factory we visited is where the most common machine is built; the back backhoe, loaders, excavators, diggers, and employ 2,200 staff including 2 full time doctors and 2 full time dentists and they even have their own gym. Worldwide they employ 10,500 staff with a further 35,000 from supporting factories. We had lunch on site then left around 1:45pm before arriving back at Harrod Coaches just before 5:00pm. Thank you to all that attended and for being punctual.

Gordon Carson NVTEC-EA



# Weeting Steam Engine Rally and Country Show 2017

This was the 49th Weeting Rally so next year will be their 50th Anniversary. We used to be regulars at Weeting but this was our first time for 11 years in which time the show has changed quite a lot - however it's still a great 3-day event. As its name suggests the show is more about steam engines than tractors with 75 steam engines attending this year. The line-up of tractors was predominately tyres and diesel engines so our 1930 Hart Parr 18-27 petrol/TVO Row Crop did stand out and won a trophy for best pre-1940 tractor. Ros Lakey won best Ferguson with her 1955 Ferguson TEF20 and her partner Gary Aspin won best Ford with his 1987 Ford 6610. Matthew Hoy won the Proctor Family award for best tractor and implement with his International B414 and trailed standard beet harvester. Mr Kidd was there with their newly restored 1932 Fordson Standard Model N on steel wheels looking very impressive. My good friend John Harrison was out and about with his 1959 International B450 which sounded and looked as good as ever. One of our long-standing club members, Mr Keith Gore, was happily parading on his 1949 International Farmall Model M. Weeting is a very well-known and respected rally and with more than 70 steam engines, tractors, motorcycles, cars, bygones, stationary engines, etc. there is plenty for everyone to enjoy. In the commercial line, there were some very nice old lorries and we are just starting to learn about the amount of work that goes into making an old commercial lorry look good. Weeting is probably one of the best rallies for putting on evening entertainment with 3 nights of entertainment and on Saturday night you had a choice of 3 different shows. The ex-military put on yet another superb display, they are very well supported and are a great bunch of people. One of our club members, Mr Neil Ayres, had his steam roller out for the first time for some years and this is what the log sheet said.



## AVELING & PORTER DT TYPE STEAM ROLLER NO. 12058 'SYDNEY' BUILT 1928

When new it was originally supplied as a fake traction engine for the export market with all the roller parts shipped with it. Once it reached its destination it was rebuilt as a roller, thus avoiding the higher import tax put on rollers. The traction engine parts were then shipped back for the next consignment.

The roller was well specked, being fitted with a winch, diff & governors. It is believed when the roller finished its working life it spent some time in a playground.

Sydney returned to England in 2004 & was restored by previous owner C/W new boiler barrel.

Soon after purchasing Sydney in 2006 repairs had to be made to injectors, starting valve, clack valves, safety valves, blower valve, steering chains, brake band, diff carrier and second motion shaft.

New smoke box door, motion covers, chimney, winch rope, tool boxes, fair leads, canopy roof and several gaskets soon followed.

For the first steam test a new wash out plug, rethreaded fusible plug hole and new plug were made by a good friend. At this time, all mud lid was built up and re-machined as well as replacing some studs. Repairs were also carried out to ash pan and new fire bars fitted.

After a few more steaming and pub runs the piston rod gland packings failed. On closer inspection of the piston rods a body filler repair, (not by present owner) had failed resulting in the need for new rods upon dismantling the cylinder block severe pitting and wear were found on both cylinders, piston, valves and valve liners. Damage to piston

end cover stud holes were also found. The decision was made to overhaul the block and have some fire box repairs carried out, this involved completely stripping the block and sending way to have the front cover stud holes professionally weld repaired and re-machined.

A year later and a few major setbacks the repaired block came back C/W two new cylinder liners and re-machined regulator, two complete new piston valves and rods were then made and the valve sleeves re-bored to suit.

New piston rods, piston neck bush sect was also made, all finished off with a new set of piston rings. I once again called on a good friend to repair and re-bush the valve linkage, skim and re-skim trunk guides and cross heads etc.

The reassembled block was then modified top get correct alignment to crank shaft and the roller reassembled, after a successful hydraulic and steam test I then remade all cylinder drain valve spindles and linkages next I made a frame to clamp around the boiler to fit modified lagging sheets to I then made a seat and bracket and reassembled the rest of the roller complete with new pressure gauge. Work still to do includes a repaint modified top gear and new fire box.

Many thanks to a very patient wife, some very good and helpful friends and my boiler inspector.

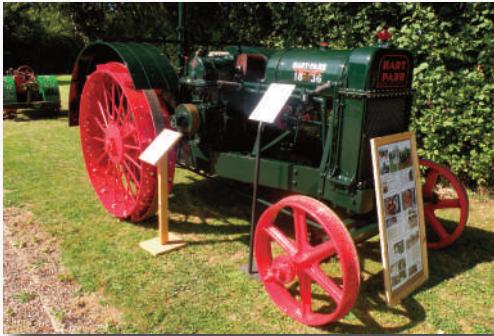
Owned by Neil and Tracey Ayres

I must say we thoroughly enjoyed the weekend so thank you to all involved for putting on a great show.

Gordon Carson  
NVTEC-EA



## Terrington Tractor Fest and Barbecue 2017



In the middle of July 2017 Bryan and Julie called me to arrange a meeting with their accountant Mr Tony Davis and his partner Sandra. Both Tony and Sandra are part of The Friends of Institute, Wisbech who are trying to raise funds for building repairs. Tony and Sandra asked Bryan if their members could come along to see the collection. I was to be away on holiday until 20th August and then with our clubs working weekend and Sandringham that just left the August bank holiday weekend. We all agreed on Sunday 27th August at 2.00pm till 7.00pm. It was also agreed that they would charge £10 per ticket and this would include a BBQ. Despite August generally being very wet the weekend could not have been better weather. We did something we don't normally do and that was to get several tractors and implements out and place around the pond in the field. This took Bryan and myself all day on the Saturday and then Sunday morning to set up the tables, etc. We got out the 1917 Samson Sieve Grip 6-12, 1931 French Austin ind, 1919 Moline universal model m, 1949 Moline LPG model G, 1945 Moline GTA, 1937 Case RC row crop, Hart Parr 18-27

1930 row crop, Hart Parr 18-36 1927, 1940s David Brown Thresherman, 1954 Turner Yeoman of England, 1919 Heider D 9-16, 1919 English Austin, 1963 Fordson Dexter, 1967 Standen Cyclone Self-propelled sugar beet harvester fitted with a 1967 Massey Ferguson 135, 1948 V7 Fordson Lorry fitted with a V8 petrol engine, 1927 Citroen B14 Roadster car, Mercedes 1978 307D flatbed truck, 1916 International Titan 10-20 pulling a late 1800s sail reaper, Drags and Ploughs and my son Jason brought his 1954/5 Chevy Pickup Truck. Unfortunately, even though the event was largely advertised we all only managed to sell about 40 tickets but I hope that did make some profit for their building repairs. It then took until 12.30 on the bank holiday Monday to put them all away again. Even though it was a lot of work we thoroughly enjoyed it and I hope those who attended did too.

Gordon Carson  
NVTEC-EA



## Congratulations to the lucky winner's!

On Tuesday 26th September Mr David Mycock and Judy Webb from the NVTEC-EA group, accompanied by Chris Legge and Jackie Mason from Moth in a China Shop charity went along to present the International B250 to the lucky winners. The Robinsons family from Methwold Hythe with ticket no 5174 won the tractor and what a prize to win. David and others had carted the tractor all over the country since last November selling raffle tickets and Mrs Jackie Mason pulled out the winning ticket at the 2017 working weekend organized by David and his team with kind permission of Hugh and Jackie Mason on their land at Fincham. You can view the photos on our website at [www.nvtec-ea.org.uk](http://www.nvtec-ea.org.uk) on behalf of the NVTEC-EA group I thank all involved.

Gordon Carson NVTEC-EA



Picture from left to right...

Glen, Lena, Oliver & Poppy Robinson, Jackie Mason (Moth in a China Shop), and David Mycock (NVTEC-EA).

## Members insurance scheme 2018

### General comments.

- **Public liability Insurance** is included in the membership fee.
- **Children under 13 can not be insured** under this scheme

### Public Liability

Some key points are:

- Our scheme provides public liability cover for exhibitors at a rally or working event.
- Self propelled vehicles require road traffic act cover. You will need to arrange this separately.

### Road Traffic Act

The law requires that all self propelled equipment on a rally field or working event have insurance that meets Road Traffic Act requirements. This means:

- **Our members public liability** scheme does **not include road traffic** act cover.
- All drivers must be **16 or over**
- The club is not in a position to offer RTA insurance. At the time of writing this the best advice we can provide is:
  - The NFU are offering discounts to members
  - We hear reports of good deals from specialist vintage insurers so it may pay to shop around.

## Membership renewal 2018

Please take time to read these notes.  
It will save time and ensure you get what you require.

### Section 1

- All mail will be sent to the first named person.
- All people requiring public liability insurance must be clearly named
  - Full or junior = one person insured.
  - Joint or family = two people insured.
  - No insurance for under 13's

### Section 2

- Please complete your contact details as fully as and accurately as possible. We **must** have your **postcode** or your **Vaporising** will **not be delivered**.
- Sign and date the form

### Section 3

- Decide which membership type you require and tick the appropriate box.
- Enclose the appropriate fee.  
*Cheques payable to N.V.T.&E.C. East Anglia*

### Section 4

- Ensure you have complied with the notes here.

If you are uncertain or have any questions please do ask me  
Chris Hunt 01366 388907  
email membership@nvtec-ea.org.uk



## N.V.T. E.C. East Anglia Group Membership Renewal 2018

- 1** Member No. 060.....  
All mail will be sent to first person Block capitals please  
**All insured names must be aged 13 or more**

First Insured  
Person.....

For joint or family membership only please write below

2nd insured  
Person.....

For family membership types only please list below the names of  
any children requiring a non insured membership card

3 Membership Type	tick box for type	Fee Payable
Full	one insured <input type="checkbox"/>	£21.00
Joint	two insured <input type="checkbox"/>	£23.00
Family	two insured <input type="checkbox"/>	£25.00
Junior	one insured <input type="checkbox"/>	£17.00
Country	not insured <input type="checkbox"/>	£11.00

### Notes

Joint = two adults living at the same address.  
Family = two adults living at the same address + 3 children  
Junior = aged 13 to 16 or 18 if in full time education  
Country = no vaporising magazine

- 2** Please complete this section as fully as possible using  
**Address BLOCK CAPITALS**

.....  
.....  
.....

Post code.....  
**Remember no postcode = no Vaporising**

Home Phone .....

Mobile Phone .....

Email.....

**I agree to my details being stored electronically by the NVTEC for the purposes of administering the club**

Signed .....

- 4** If you include a stamped self addressed envelope with your renewal your membership card(s) will be sent to you.

If you do not it will be retained and included with your Spring newsletter

Return to; **Chris Hunt,**  
**14 The Paddocks Downham Market, Norfolk PE38 9JA**  
All cheques payable to; **N.V.T.E.C. East Anglia Group**

## Membership Renewal 2018



When complete this **form**, along with a  
**cheque** made payable to

**N.V.T & E.C East Anglia  
Group**

Should be sent to

Chris Hunt  
14 The Paddocks  
Downham Market  
Norfolk  
PE38 9JA

**Please remember  
Membership is from  
January—December  
2018**

Don't forget the stamped self  
addressed envelope for me to  
return your membership card(s)



Email [membership@nvtec-ea.org.uk](mailto:membership@nvtec-ea.org.uk)  
☎ 01366 388907  
14 The Paddocks  
Downham Market  
Norfolk  
PE38 9JA



Hi everybody a little introduction to say Hello! and a big thank you to Viv for running the club and all the hard work she has put into the junior section over the years. I've got big shoes to follow in her footsteps.

My name is Debbie and I hope to run the juniors with a lot of help and involvement from you all as well. Hopefully there will be a few changes to the junior club, when you all join this year you will be getting a new number, club membership cards and a few surprises.

If there is anything you would like to see new to your club get in touch and I will try me best.

Debbie Curry

### CLUB CLOTHING:

Contact Debbie 07745484026 • currydeborah2@gmail.com

**Freddie Withers 14th November**  
**Michael Prior 23rd November**  
**Joshua Bird 26th November**  
**Oliver Stone 1st December**  
**Grace Armsby 19th January**  
**Harvey Mitchell-Crook 22nd January**  
**Kirk Baker 20th February**  
**George Collison 19th March**  
**Lily Mitchell-Crook 20th March**



Hi Everyone

Well we are in a new era, I'm sure you will all understand the reason for the change but that apart the NVTEC group must carry on, so lets have your membership renewals back so we have members to arrange events for. It's a new chance and we must grab it with both hands.



**Please, Please, Please will you think about helping with the rally it really will not run without more help, so Please come on, you do not need to be on the main committee!**

We have this year had to say farewell to a few long standing members, we send their families Our sympathy at this sad time.

Well beleive it or not we are now at the start of 2018 so Happy New Year and please join in when ever you can.

Chris Hunt

## Diary Dates

**Ploughing match on 18th  
February 2018**

organised by Bob Callaby  
held in Grimston  
contact 01485 571346 • 07722366613

**Boxing Day tractor road run**  
contact Larling Angel  
no later than 10th December

**Hockwold Country Fair is on  
3rd June 2018**

contact Judy Webb  
01366728776 • 07895787076  
judithwebb127@btinternet.com

## Winter Meetings

**December 21st,** Andy Moore, Bexwell Aerodrome • **January 18th ,** Kindra Jones, Women's Land army  
**February 15th, Giles Abrey,** Abrey Farms • **March 15th, Martin Dickinson,** Baked Beans and Canning

# Prickwillow Ploughing festival 2017

We made our way to this annual event and set up camp on what was a bright and dry autumnal day.

We set up camp on the edge of the field that was to be used for both fun ploughing on the Saturday then this plus competition ploughing on the Sunday – a tall order as the field had yet to be baled !!

Along came a nice contractor in the afternoon to collect as much straw up for baling as he possibly could in readiness for the next 2 days.

Ploughing is not the only thing going on over this 2 day event, the pumping museum is open both days and it ran regular running of the varied engines that have been restored and are now in the care of the museum and its volunteers. I had the honour of being asked by one such volunteer to give him a shout when the pressure gauges on one such engine moved to pressure so that he could start it – omg better not get this wrong !! All went well and the running was enjoyed by several visitors.

Outside the museum and in the grounds of the farm yard there were classic cars, commercial vehicles, tractors, threshing drum, miniature and large steamers, motorbikes and a nicely restored living wagon to be seen. Further round they was a nice display of stationary engines set alongside static exhibits, trade stalls and food outlets. Inside the main barn there was a display of craft orientated stalls and further exhibits of bygones, along with refreshments and a place to sit down to rest tired legs and have a natter.

Bar and musical entertainment was provided throughout the weekend.

A good turnout of tractors were to be seen ploughing both days, along with 2 sets of heavy horses which are always a good draw for the visitors.

We enjoyed the weekend and I am sure a good time was had by those that visited over the weekend. I was told that footfall was very good over both days and the event had been a success.

Next years the event will again be held on the first weekend in October – 6th and 7th - book it in your diary.

Our thanks goes to the volunteers who worked before and during the weekend to make it an enjoyable and successful weekend.

Judy Webb



## Tracks and Steel Wheels day Sunday October 8th 2017

A very nice day was had by all, a good crowd of spectators and about 30 ploughmen, with a very large raffle and tombola. Thanks to all who helped Sally and Neville Websdale put on a lovely day to raise £2707.99 for cancer research.

Malcolm Bush and Peter Thorpe



*Dorman Engine married to a Cat D4  
Running Gear with 2 Furrow Plough.*



*Allis Chamber M with 3 Furrow Plough.*

## FOR SALE

Avondale dart 515/4 4 berth caravan for sale kris registered, full awning, hot and cold water, full cooker, grill and oven, cassette toilet, 3 way fridge excellent condition for a 1998 caravan for anymore information call 01366 387000, PE34 3QG





All I can say is what a tumultuous few months it has been for the Club. After deciding not to go ahead with staging the rally at its usual site and also losing our Committee meeting venue we learnt of the sad passing of Dick Bailey who was one of our founding members. Our condolences go to his family. At the time of writing this column (mid Oct) we are in the process of dusting ourselves down and hoping to bring new people onto our Committee after recent resignations. On a brighter note we have been to look at 3 new sites for future rallies and hopefully there may be something in the way of a new venue in the near future. Our thanks must go to Ted and Viv Gray for their steadfast support and hard work as Secretary and Vintage Torque Editor and Junior Club instigator, also to Matthew Hoy for his sterling work as Deputy Rally Organiser and to the remainder of the Committee for their continued support. We welcome Jane as our new Editor and hope she will enjoy her new role.

I wish you all a Happy Christmas and a Prosperous New Year and remember "things can only get better".

PS As a result of a Committee meeting held on 29 November I wish to tell you all that Stradsett Park Rally will go ahead as usual next May.

Henry Howlett

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### Obituary:

#### Dick Bailey

(9/7/1931-15/10/2017)

A number of club members attended the funeral of long-standing member Richard (Dick) Bailey of Nordelph on November 1st.

Dick joined the group in the 1970's, and was a committee member in the Nineties and Noughties.



*Dick riding his 1959 BSA at Stradsett Rally in 1996.*

'Born in the depression and leaving school in the war years taught me a great sense of thrift' Dick once told me adding: 'It stood me in good stead to be a small holder farmer!'

Dick hated waste and it was this that led to his collecting. He would recall how one day he returned home to find his father had sold the family's International F-20 tractor to the scrap man and all that was left was a pool of oil in the yard. This saddened Dick as this was the first tractor he drove and led him to finding and restoring an identical example in later years.

But this wasn't Dick's favourite tractor that was reserved for a 1939 International F-14 which he bought from a farm sale in middle drove in 1964. At that time F-14's were fetching ten pounds meaning Dick had to pay eleven to clinch the deal!

After the sale the retiring farmer thanked Dick for buying the tractor and paying more than scrap price and asked what he was going to do with it? Dick told him- 'Keep it as a relic and occasionally use it, but I can't fetch it today' The farmer replied 'in that case I'll put it back in the shed where it's been kept' 'I made his day' Dick said.

Over the years Dick collected many tractors some bought for preservation and others hand downs from his farming, as well as all sorts of other items as nothing was ever thrown away which might have a future use.

A regular and enthusiastic club member Dick exhibited tractors and motorcycles at club events, and will be remembered for his warm, affable manner by all who knew him.

### Thank you to all who have contributed to this issue.

Please continue to send your stories and photographs for everyone to enjoy to [truereflections77@yahoo.co.uk](mailto:truereflections77@yahoo.co.uk).

Many Thanks Jane Loveday - Vintage Torque (deadline for next issue 1st Feb)

# Stradsett Rally Ends After 41 Years

The NVTEC-EA group have been putting on a vintage rally since 1974 but missed a couple due to bad weather and one year due to foot and mouth. We are not a charity but as a club we run events throughout the year and after all our costs we donate to local Charities. I have only been attending the Stradsett park vintage rally for about the last 18 years and I had only been on the committee about 2 years when I missed a meeting due to the date being moved forward a week and me not receiving the email. I received a phone call the next day from Ted Gray saying Andrew Hunt had decided after 20 years to step down as rally organizer and in my absence they had put my name forward to take over. I really did not know what to say, what do I know about running a vintage rally I thought. At the time, I had a full-time manager so I thought what the hell let's give it a go. Andrew Hunt helped me massively by giving me all the information on my computer so off I went.

At that time, back in 2011 the gate entrance fee for the rally was just £2.50. At that time though we payed nothing for the use of the park but this was going to have to change so we agreed that this might be the right time to put the price up to £5.00. This would also help to pay for some extra toilets and new equipment. This did not go down too well and I did receive some negativity from some of the club members. As it happened, after us working all year organizing the show and going around the shows with my lorry and club stand promoting the show we had to cancel due to bad weather (heartbroken).



2013 soon came around and what a show we had; in fact, it was the best attendance we have ever had to date with both the Sunday and Monday only varying by 40 public members - just fantastic. However, that then created us new problems as the car park was busting at the seams. Then in 2014, we had a wet start on the Sunday which kept the public away but the Monday was beautiful and sunny and that did put the cat amongst the pigeons. We finished up having to close the gates and turn people away, not a nice thing to have to do and was called some very unpleasant names. The estate was very helpful and I managed to get the use of another field for our 2016 rally for a car park. I then worked all year to turn the show around to give it a fresh new look, but unfortunately the weather was against us by means of it rained, and rained and rained right up to the show making the rally field and car park very wet and spongy. However, the sun came out on the Sunday and Monday so people came to the show from all over. So again, we had car parking issues. And again, we were called some pretty unpleasant names.

Several people seem to feel that it's my fault the show has come to an end by making the show bigger, but in my defence and not at all blaming anybody as I am not sure I would have done any different but each year we agreed to

restrict the number of exhibitors but each year more wanted to come and how could they say no within reason. Yes, the show grew but that was only down to the credit of the superb site and quality of the exhibitors who spend time, effort and money supporting shows like ours year after year to raise money for local charities.

As we all know time keeps changing everything and Sir Jeremy retired and his son Alfred took over and we then had to start paying for the use of the park. This is just life and our club has had the free use of the site for many, many years. Many people complained about this each year and this was due to the fact all the committee and friends of Stradsett Rally, as with most of this type of event work for nothing, we don't even get expenses. However, we do have to pay for all the other things i.e. toilets, fire extinguishers, fencing, first aid, PA systems, entertainment and advertising. No one gave us anything just because we are raising money for charity so why shouldn't we pay for the land. However, this year they ask to put up the cost again and the committee decided it was time for a change and voted to end the run of The Stradsett Park Vintage Rally.

I am very sorry to see it end and sorry for those of you who think it's down to me but Ted Gray did say something that made me feel a little better and that was if I hadn't taken over for the 2012 rally then it would have probably ended then as no one else was prepared to take over after Andrew Hunt resigned. So, although we missed 2012 we have had some very successful rallies raising over £60,000.00 for our local charities since 2013 alone.

The reality is that some of our friends of Stradsett who help each year helped at the first rally and most if not all the rallies since and with no young helpers coming on to these committees these events will struggle to survive. Several on our committee are past retirement age and just can't and shouldn't be expected to just keep giving and doing year after year. As we all keep trying to get younger people interested in our vintage machinery we also need the support to run these great events for people to come along and appreciate all the great old tractors, stationary engines, cars, steam engines, etc, etc. I kick myself for not fighting harder to save the rally but due to my own health, work and family commitments there is only so much time you can give and with help from all around diminishing due to so many reasons I had no real choice other than to stand by and watch it all slip away.

I would like to thank everybody so much from the committee, friends of Stradsett, my wife Jayne, Peter Love, Stephen Watson, the Stradsett estate and the Bagge family but especially all the fantastic exhibitors who have supported me and the rally over the past few years, you have all been just great.

THANK YOU ALL

Gordon Carson NVTEC - EA

