



MARCH 2024

VINTAGE TORQUE

PRESERVING THE PAST FOR FUTURE GENERATIONS

STRADSETT VINTAGE RALLY



Plans are well underway for the 50th Anniversary event, we have a new Golden Anniversary logo to commemorate this.

The committee have some fantastic events and displays planned, including some of the same machines that were at the 1974 show, I'm sure it will be amazing as always.

They are looking for cars, tractors and machinery made in 1974 for the 50th Anniversary Rally, and also a Leyland Syncro Tractor and a Sanderson Teleporter for the all things Turner display any help would be appreciated (please pre-book in with the section stewards). The club stands are an increasingly important part of the rally and this year there will be more club stands than ever before.

There will be live music, a heavy horse display and fair ground attractions.

All they need now is for the weather to be kind to allow them to prepare and welcome everyone so save the date and come and support them on this 3 day special.

Can't wait to visit!

Jane Loveday, Editor

Marsham Show Charity Presentation Dinner (The end of an Era)



On Saturday 7th January 2023, we travelled to Wensum Valley Hotel Golf and Country club for the final charity dinner. Bob Park and Michael Curtis were as always in charge to oversee the event and give away an amazing £16,000 to local charities. I am sure the local

charities will miss this show as much as we all will. The money raised each year from all these sorts of shows is a life line for many of the charities. The Marsham show alone from their 2019 and 2021 shows gave away a fantastic £33,000.00 to their Worthy charities, very well done to all involved including all the volunteers.

The money was of course raised from the last Marsham Show that sadly ended in 2021 due to Bob's ill health. The show started back in 2010 when Bob was heavily involved with the Starting Handle Club but that partnership ended in 2018. Bob and Michael then funded the now to be Marsham show and we attended all but 2014 when we attended Austin and Tara West's wedding. I do remember it was a very wet weekend though. From day one on arrival, we were looked after and had a good weekend. This great show soon became a date to put in your calendar, I look back over the past 10 years. To start with, we have sadly lost many good friends and acquaintances over the years, too many to list. We have had some great Saturday night BBQs and some excellent Carveries with live entertainment.

Bob's large display of tractors along with his yard, field and building made this an ideal venue for an event of this kind. Bob somehow always got great support from companies advertising in their programme, helping raise money to cover the costs and in return helping the charities. One of my best memories of the show was back in 2015 when the theme was Massey Harris tractors and we took along the general purpose (GP) 4-wheel drive, the 12-20 lovely little tractor and the red twin power row crop challenger to support Bob's collection. It was a lovely sunny weekend and Michael Hart was again the commentator and if my memory serves me right Malcolm Robinson was helping him out with the Massey Harris section. The show will be sadly missed but all good things must come to an end, and I can only thank Bob and all the team for so many good enjoyable years at their show, so well done.

Gordon Carson - NVTEC-EA

Restoring A 1927 Citroen B14 G Camannette Part Two



Whilst I was sitting on P & O's newest cruise ship, Arvia on 12th June 2023, I was writing about a 1927 Citroen B14-G Camannette truck that we have now restored to its former glory. The difference between this cruise ship and the truck is almost unbelievable. In 1927 when this truck was made, no one could have imagined ships would be built to this size with the technology we have today, just amazing. This ½ ton truck still has cable drum brakes all round, 3 forward gears and reverse, 6-volt electrics with electric start, although you still had a starting handle just in case when you needed one. As this is a truck it was not fitted with a speedo, oil pressure gauge or reversing lights, those were the days.

Back to the restoration - in 2021 I wrote and published part one and got up to painting and restoring the buck. After painting the engine and gear box along with the chassis, springs, axels, prop shaft and wheel drums, etc. we set about the rolling chassis with some old wheels fitted and a temporary petrol tank, we gave it a go. This was to be the first time this engine had run for many years, but the magneto was not giving a good enough spark, so we sent both off to be reconditioned. Once the mag was back, Ivan and Dean Smith fitted it for us and away she went. It was still not running quite right so we tried some spare needles in the carburettor, still not right so we tried the needles out of the Citroen B14 Roadster, and she ran much better. So again, Richard Millard had to be the man to make us some new ones and it now runs well, slight noise in the timing gears but for what it will ever do we could live with that.

I then got to drive it around the yard trying out all the gears and thankfully all was good, rolling chassis sorted. Once the wings, wheel arches and running boards came back we set about fitting them. Well, I say we, I would help Bryan for a few hours to lift them on while we got a couple of bolts in, and then Bryan would spend the rest of the week getting them right and

bolted up properly whilst I was at work. Fitting the now very nicely painted red cab was a bit more of a challenge as it must be lowered down off the bulkhead. So with a few hands and a forklift this soon went on again, then had to be lined up and bolted up correctly.

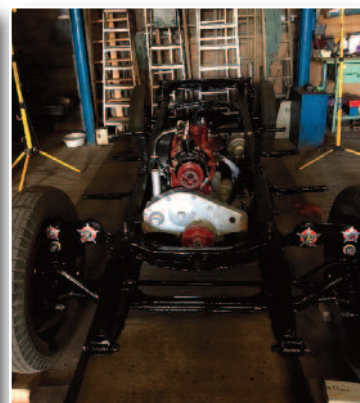


Chris Goode was doing all the wiring and electrics for us so was now able to do the bulk of his work. Having already made and fitted the wiring loom bits could now be connected. Fitting out the cab in ash was the next challenge and also getting the seat in that Tony had restored back in the

80's. This all went well until we went to close the doors only to find the new wood base for the seat that Tony had made was about 20mm too long each end on the corners, so this has to be altered and then refitted. The ash roof was one of the next jobs. This also had been previously repaired and fitted so went on ok. We all agreed on the red vinyl for the roof, so it was a good excuse to travel to Woollies at Market Deeping to collect this and have a bite to eat whilst we were out. Now with the cab on, wooden buck on, the roof on, wings and side running boards, it was starting to look like a truck. The bonnet was to be a bit more of a challenge as one of the most important parts of the truck, it needed to be good. This took a lot of work cutting and welding to get it to fit correctly. Once this was finished it went off to be painted along with the vented side panels and when it came back it looked stunning and fitted lovely, thank God.

Back to the canvas sheet for the buck; my supplier sent us some samples for the old-style canvas and although we were hoping to use red, when it came to it the red was a slightly pink and we thought it may be a bit too much so we went with a sand colour to give it some contrast. We needed the facility for it to be removed but also the back needed to roll up so you could look in. We took the truck over to him in early June and Paul soon made it for us to fit, as we wanted to use brass countersunk slot headed screws to fix the fixings.

The Citroen B14 was built between 1926 and 1928, this model replaced the Citroen type B12 in October 1926. The new B14



had a much lighter chassis with a four-cylinder engine producing 1583cc 22 hp at 2300 RPM. The maximum speed



from its 3-speed gear box was 80km per hour which is approx. 50mph. In March of 1927, the B14 was updated with four drum brakes and a servo assistance. The B14 was introduced in the October of 1926 and was the only model available until October 1928. In the spring of 1927, it became known as the B14F but by the time the Paris Motor Show

arrived in that same year it was known as the B14G. Tony Fairweather and Liz Kerr found this for sale whilst on holiday in 1986 in a little village called Chagny, a few kilometres from Beaune. They purchased it for £500 around 5,000 Francs and borrowed an old Ford Transit car transporter to bring it home on, arriving back on 10th November 1986.

The Cambridge evening news went to interview them later and the BBC radio Cambridge did a radio interview.



We also have the 1927 B14 Roadster convertible, so we are hoping to take them both out together sometime for the first trip together. There is no way there will be a pair to match these, very pleased with the outcome. We finally received the V5 logbook on Saturday 16th December 2023 with a registration on of WC 1239, very pleased. We can now get it insured and take it out after all

these years.

Gordon Carson - NVTEC-EA

AGM 2023

On Thursday 16th November 2023, the NVTEC-EA group held their AGM at Ryston Park Golf Club. Sadly, the representative from MAGPAS air ambulance was unwell so could not attend but the donation to them from the 2023 Road Run was £1,540.00 and will be sent out to them.

This year the Stradsett Park Vintage Rally suffered with very bad weather on the Monday so despite making a small profit, it was agreed to carry over the charities to the 2024 3-day special to celebrate the club's 50th anniversary. The charities are East Anglia Air Ambulance, St Johns Ambulance, Norfolk Hospice (Tapping House), Addenbrookes Charitable Trust, Brambles Animal Sanctuary (Denver) and Ingleborough Care Farm (West Walton). So please come along to support the event over the weekend of 4th, 5th and 6th May 2024.

We did give a further £2,460.00 to the Moth in a China Shop charity for our Working Weekend held early September. Picture bottom left Henry Howlett, bottom right Judy Webb, top left David Mycock and top right Mr Mason to receive a cheque for the Moth in a China Shop. Mr Mason allows the club to run the Working Weekends on his land organised by David Mycock.

Our chairman, Henry Howlett who has been part of the club for over 33 years was re-elected as chairman for his last year as he will be stepping down in 2024. Our secretary and vice chairman were also re-elected along with all the rest of us with 2 new committee members being voted on, George Smith and Neil Ayers. We did lose one very long-standing committee member, Mr Malcolm Mycock who stood down after over 20 years on the committee. On behalf of the committee and club members we thank him for all his years of service to the club.

We can now move forward to our 50th Anniversary year - what an achievement for any club, well done to all past and present members.

After the meeting Philip Gammon treated us to a film show of old harvesting machinery that was very good thank you.

Gordon Carson - NVTEC-EA



Trip to West Wales



In the spring 2023 issue of Vaporising, I saw an advertisement for the NVTEC Adran Dyffryn Teifi Valley group's annual rally, a special display was going to celebrate the 100th anniversary of the Mc Cormick Deering 10-20 and John Deere D tractors.

I had heard good things about this one day show held on Spring bank holiday Monday, so decided this was going to be an ideal year to visit!

However, with the show located on the other side of Wales, just seven miles inland from the coast near Cardigan bay, some 250 miles from home, and in an area with no great road network this was not going to be a day trip!

So, we decided to make a long weekend of it, and do some exploring of the local area.

For the outbound leg, we chose a route skirting the south of the Brecon Beacons national park, and crossing the black mountains.

Leaving the A40 at Abergavenny, we took the A465 across the top of the Welsh valleys to Glynneath, then the A4109 to Dyffyn Cellwen, the A4221 to Abercraf, the A4067 to Ystradgynais, and the A4068 to Brynamman where we found the A4069.

The 4069 is a beautiful scenic drive over the top of the black mountains with stunning panoramic views.



Fortunately, we were blessed with beautiful weather and perfect visibility.

We noted this twisty route with some steep sections and hairpin bends now has a 40 MPH limit rigorously enforced with speed cameras! Perfect for a Sunday afternoon jaunt. This is the remotest location I have ever seen speed cameras, but you can imagine this was once regarded as a driver's and rider's road with a high accident tally!

Arriving in the beautiful Teifi-valley in early evening we made our way to the coast for a fish and chip tea at New Quay. I hear you exclaim New Quay is in Cornwall?

That's right, but this less well-known resort with same name is a little gem, a quaint seaside town with a beautiful little harbour.

We had booked a couple of nights in a farmhouse B&B, a few miles in land and this proved to be ideal pad to get an early start for the rally.

Located at Penrhiwpal nr Newcastle Emlyn, the show is held on two grass fields among rolling hills affording views to the coast beyond, we arrived half an hour after opening but was surprised at how fast the car park was filling and we had to queue for some time to reach the pay gate.

Admission to this well-supported event was a good value at just £7.00





The museum was worth the delay, housed in the Automotive palace a beautiful art-deco building originally used as a car showroom it features over 260 cycles from an 1818 hobby horse to the latest carbon fibre competition racers.

All are well displayed in chronological eras, detailing the advancements of their zeitgeist.

It was interesting to see the blind alleys of development between the hobby horse and the industry

It's always a change to go to a rally in a new area- for you've not seen any of the exhibits before, among the tractors there was a good spread of vintage, classic, and modern classic machines up to mid 90s.

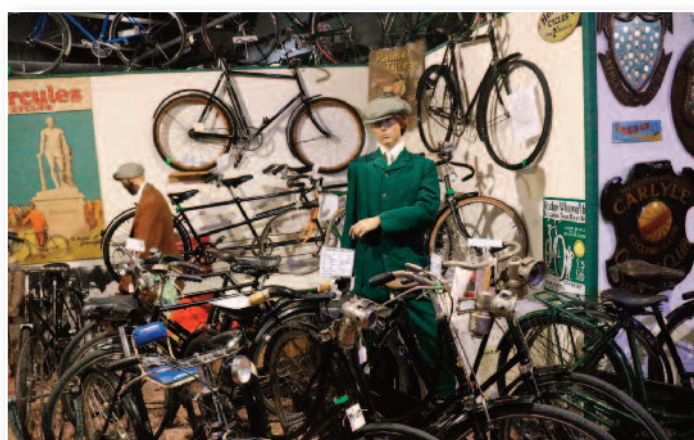
But for all the good exhibits there was no special display for the IH 10-20 or JD D ? and only one example of each on display, this was a bit disappointing, but the sole 10-20 did sport a Cambridgeshire registration! and the 1948 late-styled John Deere D was in action driving a threshing drum. The threshing crew baling up the straw with an MF 65 and period MF baler.

Highlights among the cars included a very early (1948) Morris Minor series MM low-light convertible with left-hand-drive which had come home after a life in California, and been subject to a comprehensive restoration.

Quite the opposite was a 1932 MG TA, an unrestored local car with great patina.

But grandest of all a stunning Armstrong Siddeley Hurricane from 1952 one of 2606 made.

standard equal wheel 'safety' cycle of the late nineteenth century.



I noticed an interesting early period tin sign 'Ride Swift Cycles' from E Pope Downham Market!

The 1900-1950 hey-day of the cycle is well documented with all the famous names, Raleigh, Rudge-Whitworth, BSA, Hercules, Dawes etc. Men's roadsters and Women's step through frames.

Tradesman's work cycles, and 1960's folding bikes such as the Moulton with rubber suspension, designed by the same Dr Alex Moulton who was responsible for the rubber and fluid Hydralastic/Hydragas suspensions used in BMC/BL cars of the 1960's and 70s.

Of particular interest to me: were the bikes of my junior years. As a kid of the 70s I was pleased to see not just a Raleigh Chopper, but also its smaller siblings Budgie and Tomahawk, as well as the Boxer, Striker and Grifter which followed, ushering in the BMX and mountain bike eras.

Finally, another room featured racing cycles through the ages, culminating in the carbon fibre marvels seen in velodromes today.

For anyone interested in cycling this is a great place to spend a couple of hours.

Check out cyclemuseum.org.uk

After lunch in Llandrinod Wells, a truly beautiful town, we headed for home the end of a very enjoyable weekend.

Darren Tebbitt



There was also a nice little auto-jumble. All together a pleasant little show.

We finished the day touring the south-west flank of Wales including a stop at St. Davids the smallest city in the UK and drive down to most westerly point in Wales.



On Tuesday morning we set off for home, but en-route a detour to stop at Llandrinod Wells to visit the National Cycle museum. Llandrinod was only 60 miles from our digs according to Googlemaps, but a forecasted 1 ¾ hour trip, in the end due to roadworks, heavy traffic etc it took us 2 ½ hours, you don't get anywhere in a hurry in rural Wales!



Rebuilding A Triumph Stag V8 Engine



We are lucky that Bryan has some old vehicles that have been on the farm from new. We decided it was time to get all the old vehicles road worthy just so if we wanted to take one out, we could. The August registered 1976 Triumph Stag registration OVG 571R has been on the farm from new but dry stored for the past 25 years. We have moved it about a few times over that time and had it going, we put a new electric fuel pump on it before covid but that was about it. Back in the late 80's it overheated so it got parked up as one of those jobs to do someday and we all know how they can go. We had the engine checked and it was found that it had water in a couple of ports, so it meant a complete engine rebuild.

My good friend Stu Blyth was commandeered to carry out the rebuild so he got straight underway. Engine out, heads off, completely stripped down. The heads went off to be pressure tested and skimmed, the block went off to be rebored, new pistons, rings, big and little end bearings, crank machined. We then ordered some new parts from Rimmer Brothers in Lincoln, Luckily there is not much you can't purchase for the Stag so we thought lets give it the best chance we can, so we ordered a full gasket set, water pump, some new valves, valve stem seals, thermostat, radiator, fan belt and the viscous fan as these engines were very prone to overheating, many people say they were not the best engine in the world.

While the engine was out, this gave us a chance to clean down the engine bay, not the easiest place to get to work so Bryan gave me that job, not sure why as I think he is fitter than I am. It got cleaned down, rubbed down, undercoated, red oxide and then top coated. Believe me getting inside the engine bay was hard enough without trying to spray paint but it came out ok. We then thought it best to do the clutch and brakes while we are at it and not mess about, so we purchased a complete clutch kit, slave and master cylinders, new brake wheel cylinders, brake shoes, flexy hoses and changed the lot. By this time the heads were back, etc. Stu soon set about rebuilding the heads including reseating all the valves, then rebuilding the short block. Bryan has cleaned and painted any part he could ready, so they soon got it all put back together and we have now had an engine ready to be refitted. Refitting went well its always a bit tight getting



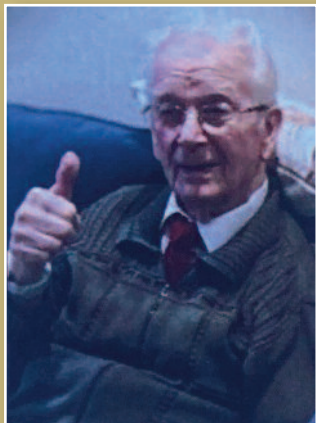
the clutch to line up and even tighter to get all the bell housing bolts in but its in, with the cabs both completely rebuilt and all new pipes and air cleaner we were getting somewhere. Oil in, coolant in, petrol in and we were ready to give her a try. She struck up pretty well and now still six months later seems to start and run just fine.

I gave it a good clean, polish, hoover and cleaned the leather seats. It now sits proudly in the shed ready to go to a show. Another good job done, really pleased and for an original 1976 Triumph Stag, she looks pretty good, even if we do say so ourselves. I still would like to get it back on the ramp and underseal all the floor and under the wheel arches. Now we can move onto the Land Rover.

Gordon Carson - NVTEC-EA



OBITUARY: DEREK BYWATER - 1933 TO 2023



It is with great sadness that Derek Bywater passed away on 17th November; he was a club member that had helped out for many years.



2 Generations of Timber Tractors, a Unipower and a Litil powered by Gardener diesel engines



OBITUARY: BILL SHAW - 1954 – 2024



Bill Shaw sadly passed away suddenly on Thursday 11th January 2024. Bill was a well-known International enthusiast. Carol tells me he used to drive an International after school when he was just 14 years old. He

then went onto racing cars and then moved onto grass track racing where he drove a class 10 special with a V8 engine.



He grew up in Spilsby Lincs and I got to know Bill and Carol over the past few years both through the club and my window company. Bill and Carol were both big supporters of our club attending the road run, the Stradsett Rally, and our working weekend. Bill will be very sadly missed in the vintage tractor world and their Case IH UK Club.

Our thoughts are with Carol and his family.

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By kind permission of Hugh Mason



All proceeds raised to go to **Moth in a China Shop**
(Reg Charity No: 1164937)



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For entry forms and further information
contact the organiser:
David Mycock – 01366 500879 or
07977 337095

Refreshments available all weekend

MOTH
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Series 2 1959 Landrover 5172-AH



As I mentioned in my article about the Triumph Stag, we are lucky in that Bryan has several vehicles that were on the farm from new. The next one to be pulled out of the back of the shed for refurbishment was a 1959 short wheelbase series 2 Land Rover, which had a 4 cylinder petrol engine. This has been dry stored for over 30 years, again we had moved it about a bit and had it running over the years but that was as far as we went at the time, so we decided to get it road worthy much like the Stag.

We again twisted Stu Blyth's arm into helping, it really did not take much to start but clearly not running very well and leaking from the water pump, so we stripped off the bonnet, front grill, radiator and the head. The water pump was then taken off and I sent away for it to be reconditioned as you cannot buy these new. Stu rebuilt the head and re-seated all the valves, the rest seemed very good, so we thought we best leave it alone. Again, while this was stripped down, it was a good opportunity to give the engine and engine bay a good clean down, some bits clearly needed repairing but we were very mindful that this was not a restoration so tried to keep ourselves in check.

The underneath of course was a different matter, we spent probably about 3 days in total just cleaning the last 60 years of muck off. Once this was done it was painted with red oxide and then chassis black to clean it up and preserve it. This included under the 4 wheel arches, so we then had to do the wheels. All 5 wheels were cleaned down, rubbed down, undercoated and top coated and then the tyres were painted black.

The brakes were completely redone with all new shoes, cylinders, flexy pipes replaced, once we had all the parts i.e., gaskets, pipes, plugs, leads, distributor cap, points and the reconditioned water pump it would then be put back together. She fired up and now runs very well. With the front grill tidied up and repaired and painted, this was refitted and the wiring reconnected and tidied up.

The dynamo was not charging as well as we have hoped so Chris Goode reconditioned that for us so was now ready for a good clean. Having not been washed for most of its life, Bryan said. It took some cleaning, and I could do a lot more. The back cross member and tow bar area was a bit rusty, so we gave this a clean, painted with a new electric socket fitted which made it look much better.

The driver and passenger seats were a bit rough to say the least so these were replaced with new ones along with a complete set of rubber mats for the cab and the back. The

horn itself and the horn button had to be replaced and lastly a new rear glass and rubber put in the rear tailgate. Bryan thinks that was broken over 40 years ago but just never repaired it.

She now proudly sits in the shed and could be taken out if we wanted to, again very please.

Gordon Carson
NVTEC-EA



Sandringham Game and Country Fayre 2023



being driven by his 1957/8 universal 3-cylinder Nuffield. After the sad loss of Keith Raynes there is now a memorial trophy, this was proudly won by David Kidd with his 1968 Ford 2000. David



The Sandringham show is normally held on the second weekend in September, which sadly clashes with Haddenham steam rally but by September, we find it nice to go to something a bit different - you see many different stands, so this works for us. Craig and Lorraine were again in charge of the vintage tractor section. As this is Fred's daughter and son-in-law, I thought it would be fitting to take along the 1943 standard Fordson model N fitted with a Perkins L4 diesel engine and electrics. Fred owned this tractor in the 80's and he did the conversion. Fred tells me this was a great ploughing tractor which is better known as stubble shifter. We purchased this back in 2006 and have shown it several times; it starts, runs, and drives lovely. Matthew and Cheryl Hoy were showing their 1917 International Titan for the first time. Matthew is a big International man and always wanted his own Titan so credit to him. After safely unloading by a winch Matthew set it up to start, third pull and away she went. Yes, he had a few teething problems around the ring but for the first time in a rally field I think it went well, it is of course 105 years old. Matthew's Titan and Nicholas Ewer both equally had the oldest tractor there with Nicholas having his 1917 Whiting Bull (B16 Bull), this was at the first ever NVTEC-EA rally in 1974 and hopefully with be on the 50th in 2024. There was also a very nice David Brown 990 selecta Matic high clear on display, David Brown



is one of the tractor themes for our 2024, 50th club's anniversary rally. Stuart Bailey had a change this year and brought out his 1953 Allis



Chalmers Model B, virtually original. Peter Caley with the help from Peter Thorpe, was showing what a 1947 Foster threshing drum and elevator could do,

purchased this tractor in 1996 in a very poor condition but since then it has undergone a complete engine rebuild, new clutch, steering box, half shafts and new brakes and much more. There is always a good display of horticultural machinery there and one that stood out was Ian Thompson's John Deere 400 snow mobile, certainly something you don't see often. The Stationary engine exhibitors never let us down with an array of superb looking working engines running pillar drills, pumps etc. You can also see full size and miniature steam engines, classic and veteran cars, ex-military awning displays and much more - just a lovely relaxing weekend and only down the road from us. You can see all my photos at NVTEC.EA.ORG.UK on our 'out and about' page.

Gordon Carson
NVTEC - EA



Newark Tractor Show

In November 2023 we went to the Newark tractor show.

As usual there was a fantastic display of tractors and machinery much of which was in the indoor display areas. There was a very good public turnout.

Here is a selection of the more unusual imported tractors on display.



This is a Cletrac crawler made in America built in Cleveland Ohio they made their first crawler in 1921, later taken over by the Oliver corporation which in turn was taken over by the White corporation.



A Valmet 705 tractor made in Finland. They started to be imported into the UK in the early 90s and now sold as a Valtra which is part of the Agco corporation.



Above pic: this is a Massey Ferguson 42 built in France, much like a MF35 with an MF65 back end with disc brakes, this is a fantastic restoration.

Right pic: A Ferguson 35 built in 1958 in Detroit and fitted with a standard 4 cylinder engine built in the UK, another lovely restoration.



Mailam 5001 Crawler tractor made in Italy, based on a Ford 5000 skid unit, Gates of Bulldock a Ford Dealer imported and sold 3 new Mailam tractors in 1970.



Same Minitauro 60, made in Treviglio Italy an unusual 2 wheel drive version again a lovely restoration. All same tractors of this period used air cooled engines. They were first imported into the UK in mid 1960s.

Right pic: Massey Harris Pony built in Canada from 1947-54 using a continental engine in 1951 production started in France where it was powered by a Simca or Peugeot engine and later with a Hanomag 2 stroke diesel engine.



Pic below: Eicher built in Germany a 2 cylinder air cooled vineyard tractor, they were taken over by Massey Ferguson in 1973. Today Eicher tractors are still built in India.



Massey Harris 22 built in Wisconsin USA from 1948, part of a lovely collection of restored Massey Harris'.



Happy New Year to all. On behalf of the Club my wife and I attended the Carol Service at Stradsett Church alongside Malcolm and Carol Mycock. As always we were made very welcome and it was a delightful service.

Carrying on from the AGM I secured my position as your Chairman until this November's AGM when I will retire hopefully "gracefully. I have been connected to the Club for over 30 years and am looking forward to help the Club celebrate their 50th anniversary.

We will all be working hard to ensure that the 3 day event this year will be the one to remember and please let the weather be kind to us. Gordon is working overtime to put on a fantastic exhibition of vintage machinery. Please get your entry forms in as space will be tight.

I'm sure our diligent stewards and helpers will, as always, help to make the show run smoothly.

Henry Howlett

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Thank you to all who have contributed to this issue.

Please, please send me your stories, we would love to hear about them, big or small articles will be greatly received, send to: truereflections77@yahoo.co.uk

Many Thanks Jane Loveday (deadline for next issue 1st May)

MEMBERSHIP MATTERS

Hello Everyone,

I would like to take this opportunity to wish everyone a very Happy New Year. This year already seems to be 'flying by' and can't believe its February already. Hope you are all keeping well and are looking forward to the 2024 rally season.

Memberships are continuing to arrive daily, and I would like to take this opportunity to remind anyone who has not renewed, to do so. If a renewal form is needed, you can download one from the NVTEC-EA website. Just a reminder to include a Stamped Addressed Envelope with your renewal form to enable your membership cards to be returned to you. Also, it has been brought to my attention that a family membership can only include children 13 years and under, so please do bare this in mind when deciding which membership type you require.

Payment can now be made via Bank transfer and details of this can be found on the renewal form. This is our preferred payment method but of course, if you would prefer, then cash or cheque can still be accepted. We do have a card machine but unfortunately cannot take payments over the phone, but if you do live close enough to drop your membership off in person, I will happily take a card payment for you.

Lastly, could you all please let me know of any changes in personal details (change of address, phone number, email etc) so that I can keep membership details up to date.

Thank you all and look forward to seeing you at the rallies.

Claire (Membership Secretary)

★HAPPY BIRTHDAY!★

Ace C - 20th March

Jacob M - 28th April

Stanley H - 29th April

Oliver D - 16th May

Sophie M - 22nd May

Lillian C - 23rd May

Albert C - 24th May

PRESS RELEASE

Following on from the Ladies' Tractor Road Run article in the Winter Issue, I thought you would all like to know that at the end of 2023 Annie Chapman was awarded an honorary fellowship by CRUK for her 20 years of fundraising. She was chosen from 760 nominees for what is CRUK's highest award for volunteers. As ever, Annie's comment was : "It's all down to all the others who support us."

CAN YOU HELP

Many of the kind helpers for the Stradsett rally are sadly ageing. For some the 2024 rally will be there last year helping so can you help. Fred Rudd who looks after some of the exhibitors' camping areas has asked if there is anyone who can help this year with the hope, they can take over next year. 2024 will be Fred's last year so if you would like to help with the prospect of taking over in 2025, please do let me know. There are of course many other jobs that we need help with to keep this great event going. Please let me know if you think you would like to help. Gordon Carson on 07860 658767 or stradsett@nvtec-ea.org.uk.
Gordon Carson - NVTEC-EA

Saturday 4th - Mon 6th May 2024

Sat and Sun 10am-5pm Mon 10am-4pm



Stradsett Park Vintage Rally



3 Day Spectacular Supporting Local Charities



Join Us To Celebrate 50 Years of NVTEC-EA

2024 Theme: David Brown and all things Turner Yeoman of England

With a special stationary engine theme: Ruston & Hornsby and anything with an open crank

Ring Displays - Club Stands - Steam Engines - Classic Vehicles

Fairground - Mini Tractor Pulling - Trade Stands - Catering

Indoor Craft Tent - Ex Military - Beer Tent with Live Entertainment

Adults £10.00 Under 16s Free Dogs Welcome

Prebook your tickets on: www.nvtec-ea.org.uk

Pre-Booked Exhibits Only



Where The A134 Crosses The A1122
East Of Downham Market, PE33 9HA



DIARY DATES

Club Meeting at Ryston Park Golf Club

All club meetings are held on the third Thursday of every month starts at 7:30pm (unless stated)

Tractor World at Malvern

Please contact Gordon Carson if you wish to attend as part of the members club stand.

Saturday 24th and Sunday 25th March 2024

Charity Road Run - Walpole Highway

Leaving from Fence Bank, Walpole Highway as usual.

Please contact Gordon for an entry form.

Sunday 7th April 2024

Stradsett Park Vintage Rally

Saturday 4th - Monday 6th May 2024

3 Day Special in celebration of 50 years of NVTEC-EA

Sat 10am-5pm, Sun 10am-5pm & Mon 10am-4pm

SUMMER VISIT 2024

Saturday 11th of May

A visit to Brian Knight to have a look at his collection of vintage machinery.

We will meet there at 10am

Church farm, Great Casterton, Stamford, PE9 4AP

The postcode takes you to the middle of the village but look for the church and the farm is directly opposite.

If anyone wants to register their interest they can call me so I can get an idea of numbers

Tom Venni - 07557 910246



Vintage Tractor Charity Road Run Sunday 7th April 2024

**Leaving from
Walpole Highway
10.30am Start**

The Road Run will begin at
Cedar Lodge, Walpole Highway,
Wisbech, Cambs, PE14 7QT.



For Entry and Sponsorship Forms
Contact either;
David Askew 01945 430481
Gordon Carson 01945 880091

Or download the form on our
Website: www.nvtec-ea.org.uk



All tractors must be sponsored to a
minimum level of £10.00.

Supreme Windows Ltd will donate a trophy
that will be awarded to the driver of the
tractor gaining the most sponsorship.

