



VINTAGE TORQUE

PRESERVING THE PAST FOR FUTURE GENERATIONS

Holbeach Country Fare and Steam Rally

Like all Clubs and Organisations from time to time, organisers change or retire causing change and sometimes uncertainty. Holbeach Country Fare and steam rally is one such event that is going through a transition period. Last year a new venue needed to be found, this year some of the committee have retired or moved on causing much re-organisation.

The rally field is a field and not a park and this with all the wet weather of winter and spring things were made more difficult by the late cutting of the grass, with less than a week the committee pulled out all the stops and the show was up and running on June 15/16th. A 100 tractors booked in, 6 full size steam engines and 20 minitures, classic cars, vintage and classic lorries, motorbikes and a good selection of stationery engines. Displays of chainsaw carving, wood sawing, horse dressage, Horticultural equipment and a good variety of stalls.

To add to the committee's woes the weather on Saturday turned awful basically raining all day with a hail storm in the afternoon. Sunday turned out a lovely sunny day as the public started to roll in. A good attendance between the hours of 11 - 3, just ashame so many of the stalls packed up on Saturday evening not to return on Sunday.



County tractor and Fordson Power Major shown by John Moulis & Peter Thorpe



Two John Deeres shown by Alan Thorpe

Watlington and Marham



Peter & Barry Caley's Field Marshall and Massey Harris and my Fordson Super Major

Two villages approximately four miles apart welcomed the NVTEC-EA to their village Gala's. Saturday June 8th Watlington hosted their village gala day, myself with Ford 3000, Peter Caley took a Nuffield 465, Malcolm Bush and David Askew brought along their Fordson E27N's and Peter and Ashley Kidd arrived with their Fordson model N and Fordson EAI. With the club flag flying and picture displays of the club's activities we put on a good show which helped the whole day which was well attened with vintage and classic cars many who are also our club members. This event was well supported by the village with a good crowd though a rain shower around lunch time did try to spoil things for awhile.

The very next morning Sunday June 9th myself with Fordson Super Major and Peter and Barry Caley with Field Marshall and Massey Harris tractors headed off to Marham Gala and Dog Show at the Memorial playing field. Once again we set up a display showing off the club's activities. This turned out to be quite a busy day as many young families from nearby RAF Marham Camp were asking for their children to be photographed with the tractors - something different to aeroplanes.

Downham Carnival Parade

Whitsun Bank Holiday Monday, once again the Downham Festival committee organised a Carnival Parade from Heygates Mill through the Town centre to the open recreation ground of the Howdale. As this clashes with Carrington Rally Weekend our presents at the Carnival was greatly reduced. Though we put together a float with my Fordson Power Major and Ransome Cultivator aboard a lowloader pulled by Ian Cables Zetor 7211 Tractor and decorated with activity photos flags and advertising. This turned out to be one of the best supported parades with some 18 floates and the crowds lining the streets were 5&6 deep at times. This was a good shop window to advertise our club in the Downham Market Area.

Downham Carnival - gathering at Heygates mill



Casterton Vintage Working Event 2023



Casterton is a very well-known and very well-respected event but invitation only and all pre-1950. Sadly, I was booked in for 2022 but was ill and could not attend but this year myself and Peter Thorpe attended with a petrol/paraffin Nuffield with springtime drag mounted on the rear. This performed well but was really only an excuse to go along and take photos and videos of all the other great old machines on site. Despite rain forecast for mid-afternoon, we were lucky, and it stayed fine all day. The weather can make or break these events and writing this now on 19th December, it is wet to say the least. The event was held over the weekend of 16th and 17th September. I was in London on the Saturday as that's my birthday so we could only attend the Sunday. However, what a day - where do I start? Let's start with Kevin Watson on his Rock Island Plow Co Friction Drive Heider, built in 1921, 1921 that's 102 years ago, pulling a nice little trailer drag. Just before I move on, taking a tractor to events like this is one thing but taking an implement to work behind it brings a whole new challenge, space, weight, loading and unloading. Larry Parker was giving his prize winning very shiny 1953 John Deere 40's a run out doing some chain harrowing. Oliver and Austin West were showing off their ploughing skills on their 1937 Oliver Hart Parr 18-36 and trailed Oliver 2-furrow Plough. Both Oliver and Austin win many trophies for ploughing. A tractor you don't see working too often especially one looking as good as this was John Bownes on his 1916 Sanderson and Mills Model G pulling a cockshut 2-furrow ride on plough, just stunning to see. One I have seen before but never get fed up with watching is Allan Sales 1924 Model F with Athens disc plough, just seems such a good idea, perfect for the driver to see what he is doing. I got a stunning photo of 3 lovely old tractors working together, not something you see very often either. Firstly No. 3 Mr Hughes on his 1917 international Titan 10-20, then No. 28 Mr Ducksbury on his 1940's Allis Chalmers Model U with Nicholson cultivator and lastly Colin Lewis on his 1919 Case 10-18 Cross motor. No. 12 was Mr Dinsdale on



a very nice 1936 John Deere Model D pulling a trailed Rushton Hornsby plough. Its always good to see some old harvesting equipment and this year did not let us down, I am not sure where else you would see a Minneapolis Moline trailed combine in this country. This 1940's No. 69 looked a stunning piece of equipment, again thought transportation must be a feat in its own. My favourite was probably Mr Knights Massey Harris 21 combine, working away and both looking and sounding great. Another very impressive machine was the Caterpillar Diesel seventy-five pulling a 6-furrow trailed plough, what a beast. This event like most of us are all for us to enjoy and to raise money for charities, without all of us many charities would struggle so well done to all that supported this event. They do also have some steam engines on display and a couple ploughing, always



an amazing display. I was quite impressed with the line up of old vehicles for a working event, where there can be a lot of muck and dust flying about. The working engine line up was including No. 51, a 1922 MacLeod's Ltd 2hp engine running a very nice William Parnall & Co tea rolling and cutting machine. On 12th September 1892 W. Parnall took out a patent No. 16274 for a rolling mechanism for breaking and cutting the tea leaves. Owned by A Oglesby just a great looking machine. The Seeley brothers were showing A 1909 Gardener O with an Amanco water pump. There was also a lovely old 1945 Ransomes





thrashing drum being driven by an Allis Chalmers Model U. Behind the drum was a 1938 Ransome's elevator feeding a Powell Baling Press. For their 2024 event they are hoping to get a variety of tractors from the 1950's backwards to as early as possible. The 1940, 1930 and even the 1920's probably won't be too hard but once you get down to the early 1900's they are a bit fewer and far between. If you have something special and it's early, I am sure William would like to here from you on 07736 243202. That just leaves me to say thanks to all involved in putting on another safe and enjoyable event. You can see all my pictures on the 'Out and About' page of the NVTEC-EA website.

Gordon Carson
NVTEC-EA



TRACKS CHARITY PLOUGHING HORNINGTOFT

SUNDAY 13TH
OCTOBER 2024
10.30am Onwards

CONTACT: Neville 07881 805368

IN AID OF BIG C CENTRE NO: 281730



Mr Newman Smith 1931 - 2024 Tribute & Remembrance



Newman was to be a child wheeler dealer selling apples through Denver from a tree in front of their house in Sluice Road at the age of 8yrs. A year or two later he chanced upon an opportunity to supply rabbits to London as food was strictly rationed, as we are now in the early stages of WWII. Demand was outstripping the source for wild rabbits so Newman resorted to breeding tame rabbits for the purpose. At the age of 11yr, Newman was to become a landowner as an eight acre plot of land came up for sale with an asking price of £400. With £200 saved from his rabbit business he went to dad for the balance who was very reluctant so Newman got mother to talk him round and stump up the balance making Newman the youngest landowner in East Anglia. Problem a cheque book was needed, none of the major banks would issue him with one but for one, Mr Youngs manager of the National Provincial a forward thinking bank manager.

Newman was to have an issue with school as he was often missing or late so after some serious talks between school and parents it was settled that Newman would start at 9.30 and finish at 3.00 so he could get his farm work done.



Newman now in his late teens bought a car which also attracted the girls. Newman's name was linked with a number of attractive lasses, but one in particular Joan Haynes from Stowbridge caught his eye and coming from a farming family. After a while Newman made an application for a farm tenancy in Southery, Problem too young, however lady luck comes along in the form of Ronnie Bennett a well known farmer who lent his support to the application resulting in the County Council granting Newman the Tenancy. Problem number two the tenancy was conditional on Newman being married, so remembering Joan had uttered words of I can drive a tractor and set taters during their courtship, it was off to Stowbridge where the deal was done and later sealed in Stowbridge church in March 1953 and move into Towlers farm where they were to bring up their family Gillian and David.

Over the years as Newman worked and learned all about the changing technology of farming especially the way machinery could make for an easier way of doing things. Newman's enquiring mind on how machines worked and how they might be improved was always being questioned at meetings.

So it is little surprise that in 1974 Newman was one of the founder members of the newly formed National Vintage Tractor & Engine Club East Anglia. After various meetings during the winter months of 1973/4 Newman was to become a committee member and help in organising the club's first rally in 1974 to be held at North Lynn.

Newman was to become a valid member and by 1977 was made Chairman of the club with winter meetings, which were originally held in pubs, church rooms and village halls before finally becoming based at Ryston Golf Club. Likewise Newman was always a willing hand at helping with the annual rallies which floated around Heacham, Grimston and Hillington before coming to Stradsett where it's been since 1983. Having a farm with an excess of small shed space, this was ideal for storing Toilets, fencing, ropes and signs all needed for rally days.

There was great camaraderie and friendships formed within the Club and its with some of Newman's friends that they became affectionally known for delivering and erecting the toilets. It is on one such occasion whilst erecting the ladies toilet - basically a hole in the ground - Newman's voice called out - with ladies approaching - get out of that hole Denisil before you get wet as the toilets are now open for business.

On Another occasion on towing the toilet trailer home to Southery from a rally at Middleton, Newman was to have two close encounters as the towing truck and the toilet trailer -due to the ball hitches being one imperial and the other metric - was to part company twice going down the road before meeting old friend Smed, who was then employed to sit on the tailboard of the truck with his feet on the ball hitch of the trailer thus preventing it from jumping off again.

Newman was chairman and committee member for a great number of years and when he decided to step down as a committee member the club repaid their appreciation for all his time, effort and support to the club by making him a life time member and Vice President.

Newman had a great love for his Massey Ferguson articulated 1200 tractor with a great view from its high seated cab. He not only enjoyed the big toys, as over the years he had built up a large collection of Tonka Industrial Models which devastated Newman when stolen never to be seen again, though a collection of John Deere models was to become a passion in later times.

We cannot bring this remembrance of Newman Smith to a close without including the late close friends Denisil Maye and Dick Bailey who between them had formed a bond and wealth of historical agricultural knowledge, that the three of them affectionally known as "East Anglia's Last of The Summer Wine" would often meet on a Sunday morning down at Dick's sitting around an old tortoise stove and reminiscence over old bygones and fall asleep.

The National Vintage Tractor & Engine Club would like to thank the family for allowing the club to share some of their memories of "Newman Smith Vice President" and a long and lasting member.

Memories of Newman Smith - 1931 - 2024 By Peter Thorpe



NVTEC-EA Group have a first CLAAS day out



On Friday 21st July 2023, the NVTEC-EA group visited the Claas UK Factory at Bury St Edmunds. Tom Venni organised

back is Bill Mann's original wooden toolbox, Bill always carried it in his car so that he could be ready to help customers at anytime. They have an old photo of



Claas Matador Combines lined up ready for dispatch. In 1964 they had record sales with over 1,600 Combines retailed in the UK, that's amazing. We also get to see an old Claas Combine in the shed before we were treated to lunch in their own canteen. Unfortunately I had a funeral to attend so I missed the lunch.

this for our members, the site had undergone a 20 million pound renovation with a 1km test track, their own training school for the training of future technicians, 20 acre site, power for sustainability and water harvested to wash down machinery.



It was very kind of Claas to invite us to look around and look after so well. So on behalf of the NVTEC-EA club members who attended, thanks to them all, it was a real enjoyable day out.

Claas is still a family owned and run business and that's something today in the world we live in. The company has 12 franchises in 8 countries selling to over 110 countries around the world. With their 10 bay workshop and around 65,000 parts in stock, things can get done as quickly as humanly possible. Tom gave us a good guided tour of the showroom, workshops, and parts department. They have an old service van in the showroom all restored and sign written up J. Mann & Sons Saxham Bury St Eds. In the



Gordon Carson
NVTEC-EA





WORKING WEEKEND & PLOUGHING MATCH



**Saturday 31st August and Sunday
1st September 2024**

Hall Farm, Fincham, PE33 9DQ

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

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MEMORIAL TRACTOR ROAD RUN

in memory of Basil Whiting

Sunday 15th September 10am for 10.30 Start

By kind permission of:
ROGER COE
Starting at:
MANOR FARM, GRIMSTON, PE32 1BG

Cost £10 per Tractor £5 Passengers

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NEVILLE ON 07881 805368

Tractor World TO Car World at the NEC Classic Motor Show

At the 2020 Tractor World show in Malvern, the NVTEC-EA won 'Best Club Stand' which earned us an invitation to put on a vintage display at the Classic Car Show at the NEC. However, this was ripped away by Covid and we missed our spot. Then, 3 years on, we gave it our best shot and were so pleased to have won 'Best Club Stand' again for 2023. So, on the 10th, 11th and 12th November, a group of us travelled to the NEC in Birmingham to represent our club. We had no idea what to expect and how we would be received.

Helen Morton from the NEC helped me sort out all the paperwork. She was a life saver along with my girls in my office and believe me, the rainforest took a hammering. However, despite the amount of admin/ paperwork both on arrival and knock down including us going back on the Monday morning, it all went very smoothly, no problems at all, very well organised we thought. Helen did not get around to see us until early afternoon on the Sunday but seemed very happy with our display. We were given a space to fill, and I set about planning our layout. Some of you may think, 'why would we want to put on a display at a car show?', but for all of us who support the club stand, we felt very privileged to have been invited. To put things into perspective, Stradsett gets around 7,000 visitors over the weekend, Newark gets around 12,000 visitors but this classic car show gets around 72,000 visitors over the 3 days and believe me it was amazing. The interest was unbelievable, I think we were all worn out simply from talking by the Sunday night. The comments from both the show staff and the public were just fantastic. What really shocked me was the amount of people I knew, less than 10 over the whole weekend other than our exhibitors, whereas at Tractor World or Newark we simple know hundreds.

I booked the Premier Inn in May ready with a Beefeater next door, so we were sorted for both accommodation, evening meals and breakfast to set us up for the day ahead. Sadly 24 hours before we were due to leave, Jim and Mel fell ill with Covid so they had to pull out which was real



shame as they were a large part of our display at Malvern. Thursday morning, we all set off for the NEC. Paul and Wendy arrived first, we bumped into Stuart Bailey at the Crowley services, which is on the M6 and Ricky Kemp joined us around 3pm. We arrived at 12.30pm, soon backed in, unloaded, and laid our grass matting. We do like to see grass matting on the stand as it just seems to make everything look much better. Losing Jim and Mel was a bad blow, but Paul and Wendy brought some extra exhibits, Ricky brought an extra engine, and I took the pull-up banner to add some interest. We got it laid out and set up and what a display it was. Obviously, space in the NEC is a premium so we were restricted but what a display. I was proud as punch to have the chance to put a display on for over 72,000 people, it was an honour and my fellow members did me, the club and themselves very proud. Please remember we all do this at our own cost, diesel, accommodation, and food, etc. and it can make a weekend like this rather costly so a credit to all who attended. My best friend Richard Perry





took 3 days off work to come and help as I had a bad knee, so I'd like to thank him for his help and company. The support I get for our club members is just brilliant, you can not do something like this on your own - teamwork is key.



New to our display, Paul and Wendy set up their sheep shearing display with a variety of makes from Lister, Wolseley, and Cooper Stewart. The engine driven sets were a Lister set, 2 with Briggs and Stratton 2 and 3 horsepower engines. One with a BSA series 90 engine and a small unit with a 2 stroke Jap34. In addition to this, there were 3 hand crank shearing sets and a display unit with spare cutters, etc. all in their original boxes. Also on show were a couple of the Wolseley electric fence units that would have been used to keep stock in the field. Lastly there was a life size lamb, some genuine sheep wool, and some hand clippers, just a stunning display.

Ricky Kemp brought along 4 lovely looking engines, firstly from the right was his 1924 Bamford 1/ 3.4 horsepower, straight petrol. Then was his 1914 Root and Vandervoort 1 hp straight petrol engine, thirdly was his well-known Jager type 1.5, lastly his 1926 Jeagar 2 HP which came off a cement mixer in the USA. Ricky's engines looked stunning, and it felt important to have engines as part of our club display and they did get a lot of well-deserved interest.

David and Dianne brought along their model of the 1918 10-20 Titan which took over 5 years to build. Many thought it was a steam engine, but it did draw some interest and questions. Stuart Bailey kindly brought along his superb 1946 Fordon E27N Land Utility model running sweetly on both petrol and TVO. To a lot of the public, the E27N is what they would probably picture as an old tractor so great to have it there. We completed the display with the 1941 John Deere Model B. This tractor means a lot to us as it is the one that got us started in the vintage tractor world and was on Bryan's farm from new coming over on lease land. We have won several trophies over the years with this including best John Deere at Newark just the week before. This 20-year-old restoration still looks great today, starts, and runs well, row crop so easy to moreover, just a lovely old tractor.

One car that caught my eye and taught me something new was the 1914 peerless PX1 880 - this 11.2 litre straight six looked amazing. The current owner purchased this from the Ward Brothers Collection in early 2023. Now the bit I have

never seen, but apparently common on old rowplans and fire engines is that this engine is fitted with a dual ignition system i.e. it has 2 sets of spark plugs, a magneto and a distribution just in case one fails, what a feat of engineering for 1914.

Ironically there was a 1960 Porsche 218 tractor in the auction and sold for a respectable £16,500, it was quite nice though. There were more vintage vehicles there than I expected so it was good to see the amount of club stands at the show it was just eye watering, let alone the amount of trade stands, however walking around on the Saturday was almost impossible there were so many people. The show was

spread over 6 halls, and we were given a great position in hall 5 so thanks to Helen Morton. The quality of the exhibits here was just on another level but I am sure we held our own and did everyone involved proud. I cannot thank all who attended and helped enough, the dedication is just fantastic, thank you all.

Gordon Carson - NVTEC-EA

Sunday 4th & Monday 5th May 2025
 Sunday 10am - 5pm Monday 10am - 4pm

Stradsett Park Vintage Rally

- Steam Engines - Mini Tractor Pulling - Dogs Welcome -

A Great Day Out Supporting Local Charities
 2025 Theme: 100 Years of Caterpillar & the Evolution of Tractor Cabs
 Pre-Booked Exhibits Only

Tractors - Cars - Commercial - Bygones - Beer Tent - Live Entertainment
 - Catering - Fairground - Ring Displays - Trade Stands -

Adults £10.00 Under 16s Free
 Prebook your tickets at www.nvtec-ea.org.uk

Find us on Facebook Where The A134 Crosses The A1122
 East of Downham Market, PE33 9HA

East to West - Great Yarmouth to Aberystwyth



Ron Knight and Colin Holwell International W-6 fundraiser for RABI - 16th of May 1987

At the Stamford & Rutland NFU group annual meeting back in 1986 the subject of ways to raise some money for the Royal Agricultural Benevolent

Institute (RABI) was on the agenda, Vice Chairman, Colin Holwell, from Easton-on-the-Hill, made the suggestion of a sponsored long distance vintage tractor trip, not the usual North-South, John o' Groats to Lands' End trip but something a bit different. An East to West trip, Great Yarmouth in Norfolk, England to Aberystwyth in Ceredigion, Wales. Colin did not have a suitable vintage tractor at the time as steel wheels were not going to be useful!

Colin soon persuaded Ron Knight, a very keen collector and restorer of agricultural antiquities to have a go, as he had a suitable tractor for the job.

Ron had a restored McCormick International W-6 which would be ideal, he even joked about having a spare engine if anything serious happened on the way. The next few months involved attracting sponsors and planning the route. Much of the planning was carried out by Tony Walker, the NFU's group secretary and his assistant Martin Hewitt. They made use of the NFU's national network to find help along the route, such as finding places to stop overnight with the tractor and even people who kindly offered accommodation.

The tractor was already in good order as Ron had restored it several years ago, but having gained sponsorship from National Tyres, a new set of tyres were loaned to them in attempt to ensure a trouble-free trip. The deal also covered any punctures they may incur too.

Despite Colin not having a suitable tractor for the adventure he did not miss out, as he shared the driving with Ron. Chandlers the local Land Rover dealer loaned them a brand-new Land Rover 90, the use of this made a huge difference as spares could be carried securely and it enabled them to get them home in the evenings for the first part of the journey.

It was decided that the tractor would tow a trailer as this might be useful for a few spare but mainly it would allow space to display company names on large boards mounted on an A-frame.

The space on the board was sold per square foot to businesses, some of whom also offered the services of assistance. Frank Hinch lent his flatbed tandem axle Ivor Williams trailer and Ben A Church made up the A-frame and boards.

The starting point on Saturday morning was Bunn's Fertilizer



Ron polishing the W-6

yard in Great Yarmouth, Colin broke the 126-mile journey to Great Yarmouth by stopping with his friends Alan and Cherri Brown at Hopton on the Norfolk/Suffolk border near Diss on the Friday night. This left him just 46 miles to do on the Saturday morning. Ron and an employee using the Knight Farm Machinery lorry drove straight to Yarmouth with the tractor on board for the start.

The Bunn family were amazingly supportive and great hosts supplying everyone complimentary coffee and croissants.

Four generations of the family were in attendance and kindly handed over to Ron a donation cheque. The local press was there to see the duo off, one very young and keen journalist interviewed Ron, quizzing him on various aspects of the fundraising caper. One question was about choosing to use a tractor without a cab, Ron being Ron, saw this as an opportunity to be a bit mischievous with his answer! So explained in some detail how the tractor had originally had a cab but the windscreen wiper had stopped working so he had decided to remove the cab. The journalist was busy scribbling down this in his little notebook, much to Ron's amusement. Just before the duo left for Norwich, Ron quietly had a word with the journalist explaining that he had been joking!

On leaving Bunn's yard Ron took an unplanned detour and is instead of heading for



Norwich headed for the sea front to make sure the tractor started the journey in sight of the North Sea. It was then

a straightforward trip of 21 miles on the A47 and into Norwich to the cattle market on Hall Road. After a brief stop in the market to rattle the collection buckets, the team rejoin the A47 to continue to the NVTEC Stradsett Park Vintage Rally.

The W-6 and trailer over-nighted at the Show, whereas Ron and Colin used the Land Rover 90 to travel back to their homes near Stamford. Returning on Sunday morning to do more bucket rattling before moving on in the afternoon.

Sunday night was again spent in the comfort of their own beds as the stopover was at Stamford. Monday morning involve more bucket rattling at Stamford cattle market before taking the afternoon off and going home. Tuesday morning, they left Stamford and headed off to Melton Mowbray livestock market, once there Ron and Colin rattled their collection buckets before moving the tractor to Queniborough where it was left overnight, they again returned to their homes near Stamford for the night, this was the last night of this luxury.

On the nine-mile drive to Leicester cattle market on Wednesday morning they encountered their first glitches. A fuel blockage and one of the trailer tyres got a puncture. The fuel problem was sorted by using a drill bit the right size to clean the fuel tank out of debris. With so little weight on the tandem axle and being nearly at the market, they opted to sort it out after they arrived.

Taking advantage of National tyres sponsorship, a call was made, and a tyre fitter duly arrived to fix the puncture, he

ended up swapping on the spare wheel and took the puncture back to his depot for Colin to fetch later in the Land Rover. Meanwhile the duo practiced their daily bucket shaking routine around market.

It was soon time set off for Shropshire, this was the first mileage day with 72 miles to be covered, they were being host for the night by the Shropshire County NFU Chairman's brother Gerrold Griffiths whose farm was in a small village just before Shrewsbury called Walcot. The route was very straight forward taking the A5, so Ron headed off west and Colin went off to the Leicester National tyre depot to get the repaired wheel and tyre. Despite this not taking long, Colin remembers that Ron 'was not hanging about' as he took quite a bit of catching up! So much so that at one point Colin was worried that he may have misunderstood the route Ron has said he was taking!

It was a short 10 mile trip through Shropshire Thursday morning to the Shopshire County Showground. The pair received quite a bit of publicity at the show including being interviewed by BBC radio Shorpshire where they were asked about their 'odd' accents, to which they replied that they spoke the 'Queens English' unlike the interviewer who had a West Midlands accent. They also paraded around the main ring with the tractor, trailer and Land Rover, whilst the commentator read out the script about their journey. The commentator also suggested rather than a second circuit of the ring to extract funds so she just park next to the main grandstand as that was where the big money was.

Shopshire NFU hosted them on their stand, with tractor, trailer and Land Rover on display. The chairman Ruth Griffiths sent out 'researchers' is to find out which of the agricultural trade stand was doing the best free lunch! This research was greatly appreciated by the pair at midday. Miss Griffiths gave strict instructions that they were to keep the overalls on so they 'looked the part'.

Leaving the showground in the late afternoon they headed west on the A458 to Ford, a small village 6 miles away. Staying with Ron's long-time friends Mr. and Mrs. Sonny Smith. The evening was spent with the Smiths who again like the Griffiths were wonderful hosts. Ron had known Sonny through competing at ploughing matches since 1960's. Sonny was a three times European champion, so they shared many tales for the ploughing exploits throughout the evening.

Friday morning involved trip up to Oswestry for a 'pit stop' at the local Staffs Farmers fuel depot, to fill up the fuel cans, as this would be the last place to get sponsored fuel from before crossing into Wales. This was another big day on the road with over 80-miles to cover, Sonny's wife provided them with packed lunches and the journey went very well. Crossing the border into Wales they were soon received tremendous support from the Welsh agricultural community with people coming out to wave them on. The publicity from the radio interview worked as it seemed with the use of CB radios they were being tracked across the country, greeted by supporting Welsh farmers for the journey all the way through Wales.

The original idea was to arrive at Aberystwyth on Saturday morning, but they arrived on Friday night! Plans were in place to meet the Town's dignitaries for a presentation at the Town Hall. A rapid Plan B was needed, the local NFU came to the rescue arranging parking accommodation at

the local college. Plus they took them out for a great night's entertainment, including the evening meal.

The official arrival on Saturday morning at Aberystwyth was an impressive affair. The police were amazing and proceeded to close off Aberystwyth so Colin and Ron and a group of local vintage tractor enthusiasts could parade straight to the Town Hall.

Several people from Stamford had travelled to Aberystwyth to meet Ron and Colin

for the finish line, these included Ben Achurch, Martin Hewit and his son, as well as some of Colin's family. The closing off of the town was a bit detrimental to some of the Stamford visitors as they missed the presentation at the Town Hall.

After the presentation Ron and Colin were supposed to be interviewed by TV news crews, but the then Prime Minister, Margaret Thatcher called a snap election, so unfortunately, they missed out on their moment of fame on the news!

It was not all bad news as the Mayoress, Elizabeth Griffiths owned the Gwalia Hotel and Seabank Hotel on the sea front, and she treated all the visitors from Stamford to a Fish & Chip lunch in one of her hotel's restaurants.

After which Colin and Ron sheeted down the trailer and hitched it to the Land Rover and drove home. Ron went back the following weekend with the Knight's lorry and retrieved the W-6.

The Stamford and Rutland NFU group raised over £5000 in 1987 for RABI, the largest amount of any of the individual NFU Group areas. To thank them for their efforts they were invited down to London for the RABI Annual General Meeting at the Café Royal, Tony Walker and Colin were presented with the cup for the most money raised by an NFU branch in 1987.

NVTEC East Anglia celebrated their 50th anniversary at The Stradsett Park Vintage Rally in May 2024 and the Knight families W-6 that completed this trip was on display. Many thanks to Colin Holwell and the Knight family for the information and pictures.



The latest New Holland CR11 Combine



conditions to a very high standard, limited losses, excellent grain sample and has a very hungry appetite!!!! Earlier in the week they hit 122 tons per hour in green unfit wheat whilst they were chopping - what a machine. Like many machines today, once set up this will drive itself and can even turn around at the end.

I have an international binder that's well over 100 years old and would have been horse drawn but sitting in that cab watching the amount of wheat going through and thinking back to what the farmers a century ago had to do is almost unimaginable. This CR11 was one of only 12 that has been sent around the world to demonstrate just what it can do to save the farmers time and money. The new CR11 is promoted as New Holland's biggest advance in capacity gain and loss reduction in a generation. The CR11 features a 20,000-litre grain tank, a 15.9

I was privileged to get a VIP look at the new CR11 combine. My best friend Richard Perry is a sales executive for Ernest Doe at Littleport in Cambridgeshire and on Thursday 1st August, Richard called to let me know the CR11 was demonstrating at Eau Brink Farm, and I was allowed to come along and have a close look. Walking onto the field and seeing Richard driving this marvellous machine was amazing.



Just less than two weeks before, I was at Weeting steam rally watching Tristan Gascoine on his Massey Ferguson



780 special with an 8' cut working away. This combine in its day (1960s) would have done between 6-8 acres per day and at about 1.5 tonne per acre would have combined between 9-12 tonne of grain per day. The new CR11 was going faster than I could walk, had a 50ft head and even doing the short work we were doing, 76 tonne per hour. However, Ernest Doe have been busy the last week with the CR11, it has been tested in most conditions from Rape, winter Barley, green unfit wheat and now in some dead wheat. The combine has performed in all



litre FPT Cursor 16 engine producing 775 horsepower but the key features that take this combine to the new league in terms of output, sample quality and loss minimalization include longer twin rotors and the new twin-clean cleaning system.

This combine is designed to handle greater volumes of crops, and this particular combine was fitted with a stunning 50ft MacDon triple rear header that can flex to the curves of the land. It was a real treat to be able to have a ride in this lovely machine. As you all know I am a vintage tractor man but going from the early combines to this new CR11 is just amazing. The investments the farmers must commit to in order to be able to get their harvest done as quickly and efficiently as possible so we can have a loaf of bread, cornflakes or Weetabix for breakfast. This machine would set you back with the header the best part of £1 million so the next time you are eating your cereal for breakfast just remember that.



Thanks to Richard Perry, the lads from New Holland and Eau Brink Farm for allowing me to have a look and ride on this state-of-the-art machine.

Gordon Carson
NVTEC-EA

HAPPY BIRTHDAY

Matilda F – 10th September

Sidney H – 15th September

Austin C – 19th November

NVTEC East Anglia Group Contact Details for Officers and Committee 2024

Mr H Howlett: Chairman

01945 870575 • 07785 915647 • howlettjean@yahoo.co.uk

Mr G Carson: Publicity Officer

01945 880091 • 07860 658767 • stradsett@nvtec-ea.org.uk

Mr J Dowe: Rally Organizer

07843784714 • jackdowe3293@gmail.com

Miss A Bruce: Rally Organizer

01366 500228 • 07856 787424 • anniebruce@outlook.com

Mr D E Askew: Road run organiser

01945 430481 • 07907 388172 • davideaskew71@gmail.com

Mr D C Mycock: Working Weekend organizer and Engine steward

01366 500879 • 07977 337095 • david.claire1@hotmail.com

Mrs J Carson: Treasurer

01945 880091 • jayne-carson@live.co.uk

Mrs C Mycock: Membership secretary

07821 319420 • membership@nvtec-ea.org.uk

Geoff Norman - Club Stand Steward

07831 126226

Mr R Fletcher: Rally tractor steward/ horticultural

01366 385407 • 07485 735597 • rhino1511@yahoo.co.uk

Mr M Tompsett: Exhibitors parking

01366 500667 • 07754 783928 • rockontomy@talktalk.net

Mrs J Webb: Vice chair/secretary/ Commercials etc

01366 728776 • 07895 787076 • judithwebb127@btinternet.com/secretary@nvtec-ea.org.uk

Mr A Whiteman: Exhibitors parking

01945 430483 • mralancwhiteman@gmail.com

Tom Venni

07557 910246 • thomas.venni@claas.com

Frank Fowler

07497 203180 • frankfowler3230@icloud.com

Steven Bruce

stevenb210471@gmail.com

Neil Ayres

07745 382575 • neilayres1972@gmail.com

Philip Gammon: Rally commentator

07902 286239 • philipgammon56@gmail.com

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 Nov)

Chairman's Chat



As there have not been any events that I have personally attended since Stradsett I would however like to thank all exhibitors who belong to the Club who have attended rallies in the last few months. I look forward to seeing everyone at the Working Weekend which will be my last event as Chairman of the Club.

Henry Howlett

MEMBERSHIP MATTERS

Hello Everyone

Hope you are all keeping well and enjoying the rally season. I would just like to take this opportunity to welcome our new club members. NVTEC-EA is the largest club in the country currently with over 530 members, so thank you to everyone for their continued support.

In case you are not aware, we have a NVTEC-EA Group Facebook page which you can join. Lots of pictures/stories are shared along with important club news/events, so please do feel free to join.

Just a reminder to everyone to ensure you 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 please.

Thank you all and look forward to seeing you at the remaining rallies of this year.

Claire (Membership Secretary)

DIARY DATES

Saturday 31st August and Sunday 1st September
NVTEC-EA Working Weekend

15th September
Basil Whiting Memorial Road Run

19th September - Club Meeting
Ken goodger on his family history in fenland farming

13th October
Tracks Charity Ploughing

17th October - Club Meeting
Talk on combining across America

Saturday 9th and Sunday 10th November
Newark Vintage Tractor and Heritage Show

21st November - Club Meeting
AGM with Phillip's vintage machinery dvd's

19th December - Club Meeting
Christmas meeting with a team quiz

Tydd St Mary Show 2024



Sunday 12th May was the first time in ages we got to take our 1960 Pontiac to a show where it was almost guaranteed the weather was going to be gorgeous. As always the Tydd St Mary show didn't disappoint. If I want to go away next year in the UK I'm going to plan it around this show as the sun is always shining at this show and the turnout was as expected. There were cars, bikes, tractors, lorries, and everything in between for as far as you could see. We got parked by the friendly volunteers and as we got out we were instantly welcomed by the sound of music. Ezra and Ace, our two boys, were happy in the back of the car with Katie for now so I took the opportunity to follow the music.

Unexpectedly it was coming from a classic MG which had 5 or 6 people gathered at the rear with the boot open and deck chairs at the ready. With the sun beaming down, why not? I poked my head through the window to check out the interior which was brilliantly classic. Personally, the interior of a car is what really makes them individual. More so in older cars, the newer the car the more 'standard' the interiors seem to become. You spend more time inside your car than outside so it's just as, if not more important, in my opinion. As usual at Tydd there was a huge variety of different vehicles which was ironically displayed with our friend Thomas Negus being parked with his big V8 American Chevy van next to a classic British Mini. Some people choose to have their bonnet up to display their engine bay, but I don't think I've ever seen someone display artwork on the underside of the bonnet. There was a great looking Dodge truck which had just that. Someone had painted an incredible image of Mater the Chevy truck who is a character from the Disney film Cars.

Another funny thing we saw on the way round were a couple of singing skeletons perched on the back of a Ford Thunderbird. The boys absolutely loved it and they're now on the shopping list for Halloween. The interior on the Thunderbird was something to be admired. Every piece of chrome and dial is perfectly placed to add style and class whilst the steering wheel takes centre stage. You don't see many steering wheels of this age in great condition unless they've been refurbished as they crack in the heat and of course get lots of wear and tear. Sadly, if you can't source a replacement it's an expensive process to get them refurbished.

I must praise the organisers, and everyone involved as it's such a relaxed yet organised event. Everybody is friendly, helpful, and there to make the day the best it can be with minimal fuss. It's always a date in our calendar that we work around to make sure we can attend and next year will be no different.

Andrew Carson



Vintage Tractor Road Run Grimston



Photo Credit: Julie M Smart

The sun came out for a fantastic day and a great turnout at the annual Vintage Tractor road run on Sunday 16th June in Grimston.

A wonderful total of £7500 was raised for St Botolph's Church, with 65 tractors led by Roger Coe parading the 24 mile round trip through villages including Grimston, Pott Row, Gayton Thorpe and Massingham and then returning to Mr Coe's Manor Farm in time for a country fair.