



SEPTEMBER 2025

VINTAGE TORQUE

PRESERVING THE PAST FOR FUTURE GENERATIONS

HONOUR FOR THE PINK LADY



I am delighted to share that John and Annie Chapman have been awarded as Members of the Order of the British Empire (MBE) announced in the King's Birthday Honours list 2025.

Co-founding the Pink Ladies Tractor Road Run in 2003, the event has raised over £1,224,150 for breast cancer research in just 21 years. This well-established, annual event is a firm fixture in the East Anglian calendar, with 195 ladies due to participate in this year's run! 🚗

Their championing of Cancer Research UK within the local community, their outstanding loyalty to the charity and their monumentally positive impact on the world continues to inspire me every day ❤️

Congratulations Annie and John on your extraordinary achievement – you both thoroughly deserve this remarkable recognition, and we are extremely grateful for you both, the incredible Libby Searle and the fabulous Pink Ladies.

Sophia France Cruik - Cancer Research UK



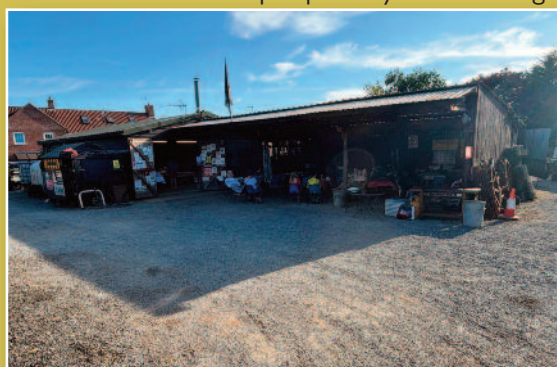
Summer visit



On the 12th of July the club went out for its annual summer visit which was to Ian and Jackie Thompson's vintage horticultural collection. Where members were greeted to a warm welcome a tea or coffee and a quiz sheet to take round with them as they wandered round the vast collection neatly squeezed into the sheds. There was a wide ranging collection of ride on mowers, compact tractors and even chainsaws all from various countries and eras along with a few that had been doctored for mini tractor pulling. The weather stayed dry and turned into a nice warm day the meeting was attended by over 60 people and was well received by many people. My wife Georgia

did a brilliant job of keeping the barbeque cooking and making sure everyone was suitably fed with burgers and sausages, while I made sure there was a plentiful supply from the fridge. As the afternoon went on Ian drew the winning group for the quiz who turned out to be Alec and Dudley Crisp and Chantel Suckling so well done to them and everyone that took part. I would also like to thank Ian and Jackie Thompson for being excellent hosts and for an interesting and fun packed day and also thank you to my wife Georgia Venni for your excellent skills on the barbeque keeping everyone fed.

Tom



100 years of Caterpillar at Stradsett



The Caterpillar display at the Stradsett Park Rally 2025

The tractor section at Stradsett Park Rally always has at least two featured makes or themes. For 2025 there were three. They were 80 years of the Fordson E27N, the evolution of tractor safety cabs, and the 100th anniversary of The Caterpillar Tractor Company.

The Caterpillar display caught the imagination of many owners and enthusiasts of these machines, with several travelling long distances to attend. The final display that was presented to the approximately 5000 members of the public that attended the show over the two days, comprised of 62 exhibits spanning 74 years of Best, Holt and Caterpillar production. The majority were on show in two lines across the centre of the tractor display area, with a further 15 examples being shown as part of 5 separate club stands around the site.

The Caterpillar Tractor Company was incorporated in California, U.S.A, on April 15th, 1925. On that day, the C. L. Best Tractor Company and the Holt Manufacturing Company merged to ensure the continued existence of both businesses. Holt's existing trade mark of "Caterpillar" was used as the new company name and tractor designs from both companies continued in production in the new, all grey livery with red lettering. The "highway yellow" that Caterpillar are most famous for was introduced later, in December 1931.

The Best designs that continued into Caterpillar production were the SIXTY and the THIRTY. These tractors were both four cylinder, gasoline powered, machines with large bore and long stroke engines that were slow revving and had high torque output.

The display included an amazing 4 model Sixty's. The oldest of which was the Best Sixty, in its striking black livery with gold lettering, belonging to Kevin Watson. Tom Balls made the trip from Derbyshire with his very nicely restored 1929 example and Chris Lee was a welcome last-minute entry to the show with his late model Sixty. Neil Allen was able to attend the show with the Desborough families' Sixty, which has an Atlas diesel conversion. All of these tractors have been imported from the U.S.A in preservation. Only one Sixty is believed to have come to the U.K new. It went to the Liverpool Dock Authority and, sadly, there is no record that it has survived.

In an attempt to do minimal damage to the park grounds due to the size of these machines, they were restricted to static display only. The owners fully understood this, and starting demonstrations were given during the day. This was particularly interesting for the public to see as the methods of starting these machines, particularly the Atlas Diesel, which is started by using compressed air and the Sixty, which uses a straight bar in holes in the exposed flywheel, would be something most people would not have seen before.

There was one Holt tractor at the event. This was our 1922 model T35. This model was one of the designs that survived the merger and became the 2-TON. Again, an all petrol tractor, with a gear driven overhead camshaft, it was a very advanced machine in the early 1920's. It used "tiller" steering instead of the more common left and right lever style. This tractor was imported new in 1922 to a large estate in northern Scotland and was preserved in Perthshire in the late 1960's. Unfortunately, it was painted yellow, which is not correct. It should be an olive shade of green as were all Holt tractors of this period.

Kevin Watson also brought along the smaller brother to his Best Sixty in the form of a wide gauge Caterpillar Thirty. The Thirty was another successful Best design. This example is a "tail seat" version, which was intended for orchard type work.



1922 Holt T35

This would have been a popular option in California for the Orange growers. It placed the fuel tank down the centre of the tractor, in line with the engine above the gearbox, and the driver's seat was out to the rear of the machine. This prevented damage to the trees while operating between the rows.

The first tractor designed by the Caterpillar Tractor company was launched in 1927. It followed the Best model designations of Sixty and Thirty and saw the end of the 2-TON and 5-Ton models in a more standardised production line. The TWENTY was again a four cylinder, gasoline tractor, but unlike its Best designed cousins, it featured modern styling with removable louvred engine side panels and large, complex track frame covers. A 1930 example was on display at Stradsett from our collection.

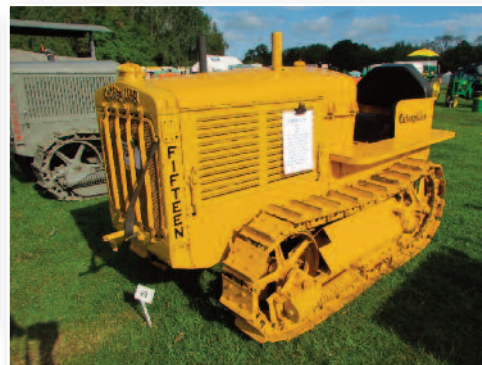
In 1928 the TEN became the newest model and smallest tractor Caterpillar offered. Available as a standard and wide gauge, both with a tail seat option and as a high clearance machine in both widths, it was a very versatile little machine and stayed in production until 1932. There were four Ten's at Stradsett. One standard model and one high clear model, both in the grey livery and two standard models in the later yellow colour scheme from Gary Moores and John Crowder. The uncommon high clear example was brought to the show by Matthew and Emily Alcock.



Best designed 60 and 30 tractors. Left to Right Kevin Watson's Best Sixty and Caterpillar Thirty. The Desborough families' Atlas Diesel conversion Caterpillar Sixty. Chris Lee's late model Cat Sixty and Tom Balls' 1929 Sixty



Tom Balls' 1943 Caterpillar R4. An all petrol model with what is believed to be a unique in the UK LeTourneau cable operated blade



Dick Culley's 7C FIFTEEN



The very early D2 of George Carman that has retained all its early features



The D2, D4 and D6 that formed part of the Peterborough Farm Machinery Preservation Society's Caterpillar line up



Part of the display of later multi-cylinder Caterpillar machines

"little" Fifteens. Dick has restored the big Fifteen and done some tidy up jobs to the 7C since purchasing them in 2023.

The continuation of the numbered line of gasoline tractors saw the introduction of many models, including the TWENTY TWO. A number of these were at Stradsett. Most notably the winner of the 2025 special award for the best unrestored Caterpillar, which went to Stephen "Waspy" Robson from the Chainbridge Honey Farm in Berwick-Upon-Tweed, Northumberland.

By 1933 Caterpillar had produced its first factory diesel tractor. This was the Diesel Thirty Five, which evolved into the Diesel

Dick Culley represented the model FIFTEEN, which was introduced by Caterpillar to fill the horse power market gap between the Ten and the Twenty, with two rare examples. A 1930 tail seat, which looked very smart in the grey colour scheme, and a 1932 '7C'. 7C was the serial number prefix given to just over 300 tractors built in 1932 before the end of Fifteen production. These tractors were smaller than the previous design and looked more like a Ten with new styling. Caterpillar collectors refer to the two Fifteen models as "big" and

Forty, then the RD6 and lastly the D6. There was a Diesel Forty on the NVTEC East Anglia stand, which was my family's latest restoration project. Not a full restoration, but it was only just finished in time to be at the show. A late model RD6 from John Crowder was on the Notts group stand and a D6, which was one of five Caterpillar tractors nicely laid out on the Peterborough Farm Machinery Preservation Society's display.

The D2 and D4, which are the smaller models of the standardised line of diesel tractors that were available by the early 1940's, were well represented in the tractor display. There was one D8, belonging to Ryan Hanchett, which was built in 1945. Only a D7 was missing to make the full Second World War product line. All these tractors had a 2 cylinder petrol "donkey engine" starting system for diesel engine. The D2 and D4 were both 4 cylinder machines and they both used a horizontally opposed petrol unit mounted across the rear of the main engine, while the larger models had a vertical petrol engine built on to the side of the diesel's crankcase. The D6, D7 and D8 were 3, 4 and 6 cylinder diesels respectively, sharing common parts such as pistons, valves, and water pump, between the varying sized engines.

George Carman had a very early D2 on the Norfolk ploughing stand. This tractor has a wonderful patina and has survived with all its early features in place, such as the first type of oil filter fitted to D2 tractors and the donkey engine exhaust not being used to warm the diesel engine intake manifold. Another impressive outfit was the D2 that Gordon Carson had repainted especially for the show, so he could hook it up to his fully restored fuel cart and trailed plough. A representation of how it would have been in its working life and very interesting it was to see.

Neville Websdale's David Brown DB4, which was basically a British copy of the Caterpillar D4, added a touch of English engineering to an all American line up. Neville's restoration of this tractor is very impressive, and he was using it to promote his Tracks Charity ploughing day in aid of the Big C cancer charity. This year it will be held on October 12th.

Matt and Frank Fowler made a terrific effort to support the Caterpillar feature by bringing along five tractors including some later D4 examples from the era of direct start, multi-cylinder engines. Their D4D and D4E from 1974 and 1979 respectively also featured fully enclosed cabs.

The display offered machines right through the history of Caterpillar tractors up to the late 1990s. One of the rarest of these, and one of the last tractors to be built with steel tracks, was the AG6 entered by P. Squires. This model was built from 1986 to 1993 and is fitted with a 240 horse-power, 6 cylinder Caterpillar engine. The tractor was based on a D6 bulldozer of the period, but rubber tracked machines were on their way to becoming the popular choice for agricultural use.

Several rubber tracked tractors were present at the show. Two different early Challenger models, a 75C and an 85D from Jonathan Tunmore, represented Caterpillar designs from the 1990's. In 1999, Claas became the importers of the Challenger line and one of these was on show in the green colour scheme that these tractors adopted.

I would like finish by saying a huge thankyou to everyone involved in making the Stradsett Rally and the Caterpillar display a success and particularly to Matt Fowler for taking up the microphone to provide the Caterpillar parade commentary. A thankless task and he did a splendid job!

Austin West



The rare AG6 of P. Squires. One of the last built agricultural machines with steel tracks



Rubber tracked Challengers from both Caterpillar and Claas

CARRINGTON 2025



1938 Monitor 1 1/4 HP Petrol Engine imported from the USA with Buzzcoil Ignitor. All joints are taper fit to eliminate the need for gaskets.

In unusually good weather the Carrington Rally took place again on the 25th and 26th May.

The show is not at all that it was 20 years ago but continues to attract enough public and exhibitors to give some funds to charity each year and that is what it is all about.

The Stationery Engines have rather been pushed to the back of the show. Exhibitors are allowed to park their caravans and transport behind the engine which does not make for a good exhibition, this may be the reason.



1917 Empire approximately 2 HP low tension ignition.



1929 Ruston Hornsby 2 HP ZRP Solid Flywheel model, note the Lincoln Imp embellishment and Wico EK magneto.



1912 Fielding & Platt, made in Gloucester. Running on propane with Hot Bulb ignition. Fielding and Platt were much better known for their much larger industrial engine.

A large van, caravan and awning behind a Lister engine does not seem right to me, however, these are the rules of the show and the engine men and women must enjoy it. All the paraphernalia associated with showing engines also detracts from the engines themselves. I know this is controversial but from the public side of the fence it does not look good.



1963 Lister Junior A 3 HP. One of the last 15 Model A's made.

There was the usual assortment of engines, several open crank engines imported in recent times from the USA. Some traditional British products from Crossley, Petter, Ruston, Lister etc. Some driving machinery, pumps, generators, grinding mills etc. to show the public what they were actually made for. Which is all important as time goes by.

I am sure the younger generation have no idea of the reason there are so many of these engines of all makes and sizes, and how essential they were before electricity was available to all at the flick of a switch.



1925 Crossley model 1030, 1 1/2 HP, petrol/paraffin fuel, Enclosed crank horizontal.



1909 Tange Oil Engine model AA 2 3/4 HP. Originally sold to B.S.A. Ltd., British Small Arms of Birmingham, hot bulb ignition.

I photographed some of the engines that appealed to me and provided the better pictures.

David West

THE 36TH NATIONAL VINTAGE TRACTOR ROAD RUN



who attended. The main sponsor this year was Cheffins as they celebrated their 200-year anniversary.

This was another lovely sunny morning which really makes all the difference. There was variety of every make of tractor attending and I can only imagine the chaos 200 tractors must make on the roads but all worth while at the end of the day.

A credit to Ray and Vanda and all who helped and supported this National Event.

Gordon Carson - NVTEC-EA

On Easter Sunday 20th April, we took a ride over to see the Mid Suffolk National Road Run off. I have never attended the National Road Run before so really wanted to see what it was like.

This year it was organised by Ray and Vanda and with some help from their friends they set off from Blackthorpe Barn, Rougham near Bury St Edmunds. Whilst it was far from the biggest National Road Run, there were still nearly 200 tractors



Norfolk Mini Tractor Pullers Association Compact & Garden Tractor Road Run

Yet again the three musketeers, Ian, George and Wayne organised the garden tractor road run around Holkham Hall on Sunday 13th April.



A bright and chilly morning greeted us as we arrived at Holkham gate to be welcomed by Jackie and Libby.

It was a very good turnout yet again with 32 garden tractors of all shapes and sizes. These ranged from Barford Atoms with trailers, a Trusty with a seat on steel wheels, to a little Murray mower. Also there was an unusual Bertolini compact tractor. We took a Wheelhorse Raider 10 and a Bolens Husky 1254 that needed a fuel tanker following behind it. There was also a couple of Ransome compact tractors, a CT31 and a CT 320, a John Deere, David



We stopped for a picnic at the walled garden and also had a raffle when we were back at the lorries to load up.

Highlight of the day was Vanessa, the birthday girl, running along side of the tractors the whole 11k of the estate roads so she justly deserved the happy birthday sung to her as we did the raffle.

A good day for all roll on next year.

Jim & Mel Wakefield



Browns DB2's belonging to Neville Websdale and an Alice B belonging to Vanessa Green driven by Steven Hall.



Sunday 3rd & Monday 4th May 2026
 Sunday 10am - 5pm Monday 10am - 4pm

Stradsett Park Vintage Rally

Steam Engines - Mini Tractor Pulling - Dogs Welcome



A Great Day Out Supporting Local Charities
 2026 Theme: 80 years of tractors built at Banner Lane Coventry,
 60 years of the White David Brown, 80 years of Zeter Tractors
 & 100 year old Tractors Including Steel Wheeled

Pre-Booked Exhibits Only

Tractors - Cars - Commercials - Bygones - Beer Tent - Live Entertainment

Catering - Fairground - Ring Displays - Trade Stands - Motorbikes - Stationary Engines

Adults £15.00 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 Anglian

TRACKS CHARITY PLOUGHING HORNINGTOFT

**SUNDAY 12TH
OCTOBER 2025
10.30am Onwards**

CONTACT: Neville 07881 805368

IN AID OF BIG C CENTRE NO: 281730



Stradsett Park Vintage Rally - Part One

When I announced my retirement as rally organiser after the 2023 Stradsett Rally, many thought that would be the end of the event. Well, I don't think that could be any further from the truth. Jack and Annie Dowe were both brave enough to take on the role of rally organisers for and on behalf of our club this year and I thank them for this.

After the sad loss of our long-standing chairman Henry Howlett in October 2024, the 2025 event was to be dedicated to Henry. Jean and Henry's family wanted to provide a new trophy for the best American exhibit at the show, and this was in honour of Henry Howlett. The Henry Howlett memorial trophy went to Mr Edmunds. The family also brought along a large display of Henry's beloved exhibits, his John Deere Model B, John Deere 50-20 and his John Deere 42-40. They also brought his PD48 Bristol his self-built winning go-kart and their Ford Galaxy car, all of which were on our club stand.

This year with all the big Caterpillars attending thanks to Reg Fletcher, Austin West, Collin Howell and all the Caterpillar owners, we needed a dry field and at last we got one. For many weeks on the lead up to Stradsett we hardly had any rain at all and even over the weekend we only had a small amount on the Sunday evening and overnight just enough to settle the dust.

The show of course is run by the NVTEC-EA club with Jack and Annie as rally organisers and what a fantastic job they did. However, it takes a large team of volunteers to put on this event. We have stewards to organise and look after all the exhibitors, people like Reg and Peter who roll and harrow some 90 acres we use prior to the show. Many of us mark out and set up, Ros looks after the judges and trophies, then there are all the traders, bygones, horticultural, PA system, mini-tractor pulling, Craig and Fred looking after the camping. Richard Bennett looking after the ring parades and photography. Simon and Steve rolling the field behind the crawlers and tanks. Michael Hart, Philip Gammon and Frank Fowler on the commentary, Friends of Stradsett on the pay gates with help from Pauline and the 42 Air Cadets. Like I say, a very big show to organise.



This year 3 themes were chosen, the first being 100 years of Caterpillar and I must say the display was so much better than I had first expected with almost 50 attending. This display ranged from 1921 upwards with many fine examples with a large majority being D2 simply due to transport, these big, tracked machines do take some moving about.



We took along our 1940 D2 Diesel. This tractor was purchased from a sale in Bedford back in 2007. We took it out a few times after that, but it has stood still for the best part of 15 years. Like most early Caterpillars, it is not straight forward to start, firstly you start the

2-cylinder petrol donkey engine then once warm you set the main engine to start and engage the engine. This allows the





machine this was and what was even more amazing was there were 2 other 60s parked next to it. We cannot thank all the Caterpillar exhibitors enough for bringing out these lovely old machines, we really do appreciate all your effort and expense.

donkey engine to turn over the diesel engine getting the oil pressure up ready to start. It also heats the water around the combustion chambers and injectors acting a bit like a glow plug. Once it has all warmed and good oil pressure you move the lever to run and pull back the throttle. Once the main engine is running, turn off the petrol to the donkey engine and this will stop. You are now ready to go to work. Some will have direct start, and some are even more complicated, but each individual owner will know their machine.

Behind our D2 was a 1930 service cart, fully restored/rebuilt. This Ransome cart came from a farm in Turves where it spent its life. It was used behind an Allis Chalmers Model M, not a Caterpillar, however behind that was a 2 furrow Motrac no. 3 plough all painted up especially for the Stradsett weekend. This is how they would have gone to work in the late 30s and 40s. The West Family as always supported our club stand well. Like us, they spent the cold winter months restoring their 1935 Caterpillar 40 and what a machine it was, looking and running well. They also brought us their Caterpillar 20 and Caterpillar 10, this one winning the trophy for 'Best Caterpillar in Show' and 'The Peter Clarke Trophy for Best Concourse Tractor any make any year'. To end their line-up was their 1922 Holt T35, all looking very nice.

Kevin Watson, from Newby Hall won a trophy for his 1921 Best 60. The trophy for the 'Best Tractor fitted with a cab' also went to a Caterpillar being S Robson with his 1935



Cat22. There were many stunning machines in the Caterpillar line up and one that stood out for me was the late R o d g e r Desborough's Caterpillar 60 Atlas Diesel, what a stunning

Moving onto the next theme 'Evolution of Tractor Cabs' - this also was quite an unusual display with a variety of cabs from the mid-30s to the late 70s and these are just a few of the makes; Winsam Cab, Lambourn Cab, Suntrae Cab, Wethersfield Cab, Sirono Cab, Stay Dry Cab, Fritzmier Cab, Fico Safety Cab and GD Cab. Malcolm Robinson from the Carrington Rally Stand won 'Best Tractor Unrestored any make any year' with his dad's old 1960 Nuffield M40 fitted with a Winsam Cab, it did look stunning. Each year Reg comes up with a theme for the following year and it encourage people to bring out exhibits that would not necessarily come out of the shed, so well done again Reg.

The last but by no means least theme was of course 80 years of the E27N. This very well-known and respected tractor made farming in the mid-40s and 50s so much easier. We took along our 1951 fully restored E27N, this tractor formed part of the Paul Rackham Collection. David Askew won the trophy for 'Best Fordson E27N' at the rally with his 1948 Model and Peter Kidd won the trophy for 'Best Tractor any make 1940-1959' with his fully restored 1948 E27N, another stunning display. And thank you to all the owners for bringing them along.



Part Two - to be continued... [Gordon Carson - NVTEC-EA](#)



Maskinrummet Museum Skagen – Denmark

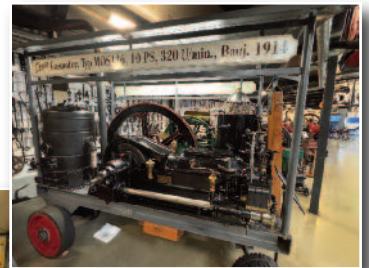


On the last stop of our cruise in May we were at Skagen, Denmark. The sun was shining, and it was a decision to take the shuttle bus or walk, and so we chose to walk, and I am so glad we did. We had only been walking for less than 10 minutes when I saw some men working on a big old engine. I thought 'that looks interesting I had better go and have a look'. This engine was a big old Blackstone with a generator fitted. The man tells me 'There are some more over there if you are interested'. There sat 4 more big lovely old engines, firstly a real nice Hornsby – Akoyd no 704, then a Rushton Hornsby, then 2 more I was not familiar with were Campbells made in Halifax, England. The man then informs me that there is a museum around the corner, 'You must visit if you like engines'. I wasn't prepared to be so amazed. We had just stopped here for the day and did not expect to find such an amazing collection of engines, petrol pumps, motorcycles, cars, ships in bottles, glasses and beer bottles and over 1,000 maritime artifacts such as flagship models, name plates



and navigation equipment. They advertised this as a unique Skagen phenomenon and believe me it is. The Maskinrummet museum only opened in 2021 and since then everything has progressed rapidly. The engines are from 1870-1990 and used in the maritime and agricultural industry. The collection is constantly expanding but not only from Denmark but also from Germany, the Netherlands and England. Their vision is to ensure that an important piece of history is preserved, and their motto is to make the collection appealing and engaging to a wide audience. The museum is open all year round and they start engines every day to give the visitors a real experience of the machines in their proper element. Parked outside was a beautifully restored model T Ford Truck from 1923. In a covered area nearby was a single cylinder diesel engine

running and sounded just like a Marshall, just great to hear. Before I continue, I must say how everything was so well restored and clean, I am not sure how you could accumulate so much, either in this condition or restore them in that time, but however they have been a credit to them. It was time to start an engine and today was to be 1960s, diesel, 3-cylinder 4-takt? Weighing some 66 tonne? They were just endless just like this 1927 Deutz, 1 cylinder 4-takt on a cart, just stunning. Moving to the next room where we came across many more engines and some beautiful petrol pumps.



One rare looking engine was an 1880-1890 Crompton & Co, England. Another large but stunning engine was a 1930, 4-cylinder 2-3 tonne engine provided by the General Electric co, USA. The last engine for me to mention was a 1914, 2-cylinder Petter Junior made in England, again just stunning. Moving on to the last building amongst everything else were 3 tractors, firstly a German Hanomag, 1927 WD-R26. This 4-cylinder tractor had steel wheels but with rubber in just like a steam engine. This had 2 tanks so I assume would be like many other starts on petrol and run on TVO. The second tractor was a Lanz Bulldog HL12. Built in 1921 and single-cylinder diesel. The third and final tractor was a Hanomag RD36, this 4-cylinder diesel tractor looked like a tug and although fitted with a starting handle it was electric start. We then moved on to the vehicles, firstly was a Henry Ford quadricycle 1896 parked next to a lovely Ford Model A truck, cream body work, black fender and running boards with cream wire spoked wheels. In the corner was a stunning Chandler type g deluxe, built in the USA between 1928-1930, this g-cylinder convertible car just

the General Electric co, USA. The last engine for me to mention was a 1914, 2-cylinder Petter Junior made in England, again just stunning. Moving on to the last building amongst everything else were 3 tractors, firstly a German Hanomag, 1927 WD-R26. This 4-cylinder tractor had steel wheels but with rubber in just like a steam engine. This had 2 tanks so I assume would be like many other starts on petrol and run on TVO. The second tractor was a Lanz Bulldog HL12. Built in 1921 and single-cylinder diesel. The third and final tractor was a Hanomag RD36, this 4-cylinder diesel tractor looked like a tug and although fitted with a starting handle it was electric start. We then moved on to the vehicles, firstly was a Henry Ford quadricycle 1896 parked next to a lovely Ford Model A truck, cream body work, black fender and running boards with cream wire spoked wheels. In the corner was a stunning Chandler type g deluxe, built in the USA between 1928-1930, this g-cylinder convertible car just

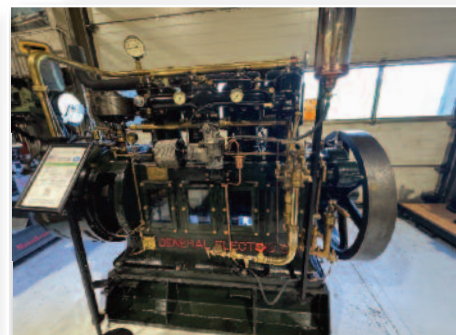




looked special. However, if you had to choose anything to take home, I am not sure how you would. Upstairs among the vast array of motorcycles was a Suzuki AP50 just like the one I had when I was 16.

You will have to visit our website to see all my photos www.NVTEC-EA out and about page or better still visit this wonderful museum, it's more than worth it.

Gordon Carson - NVTEC-EA



OPEN FARM SUNDAY JUNE 8TH 2025



I joined members of Holbeach machinery club who were invited by A.H. Worth Farms to display some older tractors and machinery at their Holbeach Hurn Farm for their public open day of OPEN FARM SUNDAY.

This is an Arable farm of approx. 2000Ha growing potatoes, vining peas, sugar beet, mustard and feed wheat grown on an eight year rotation. The potatoes are the principal crop with the rest of the cropping revolving around in an eight year cycle. The potato crop yields approx 18,000 tons which is pre-packed on site mainly for the Morrison's chain of super markets. Approx. 280Ha of vining peas and 200Ha of sugar beet cover the remaining root crops. A small hectareage of mustard is grown on contract to Colman's of Norwich, Feed wheat of some 1,000Ha acts as a break crop between the various root crops. The farm also encourages habitats for various insects and wild life with grass margins of wild flowers. The farm also runs its own AD plant requiring 10,000 tons of maize which produces methane to drive the Gas turbine producing 1.5Mwatt of electricity, capable of suppling approx. 4000 homes.

The corn harvest is gathered by their own Class Lexion 780 plus hiring in of a second. The potatoes are lifted by a Ploeger AR-4BX four row self propelled semi- tanker elevator harvester allowing lifting to continue whilst trailers change over. Ploeger is also the machine choice for vining the peas helping to keep maintance of machines simplified.

The tractor power is provided by a John

Deere 9620 RX, A Class Axion 930 and three Fendt Vario's 724, 728, and a 936. Twenty Ford New Holland tractors are hired in each year for trailer and general duties. Staff comprises of three managers and seretary working from the office, 11 full time tractor drivers, machine operatoes and store personel. Ten to fifteen casuals are hired as and when required.

The display of the very big and modern machinery was complemented with tractors and machinery from the twentieth century provided by the Holbeach Machinery Club. This was a well organised event for families from town and country to come and see and learn how their food arrives on their plate. Competitions, quiz sheets and trailer rides around the farm where all well supported by children and adults alike.

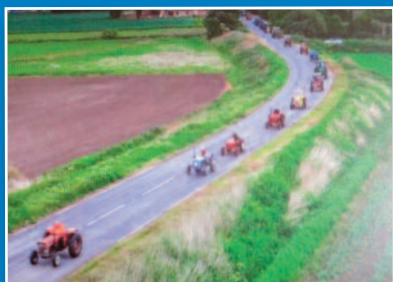
This I am sure has been a very successful day with excess of a 1,000 people passing through the farm gate. I thank Mr Darren Gilbert arable manager for his time and invitation in allowing us to par take in this OPEN FARM SUNDAY.

Peter Thorpe



Fenland Farmers & March YFC Tractor Road Run

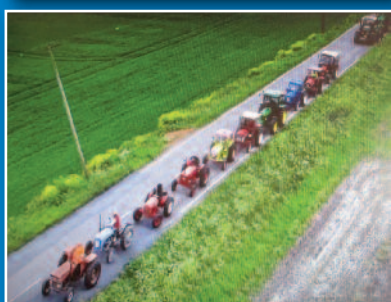
25th May 2025



On this blustery Sunday morning my cousin Adrian, with his Zetor 6211 and myself with the trusty Ford 3000 rolled into Eastover Park March for the start and finish point of the Fenland Farmers & March YFC charity tractor road run, raising funds for the Magpas Air Ambulance. Eleven vintage and classic tractors including the Cheffins restored Fordson Super Dexta that is to be auction off for charity later in the

year, the rest of the field of 38 tractors were made up of very modern models of the present day. After a drivers briefing and a sharp shower of rain the parade was off, leading off was Steve with his very parteener coloured M/F 135 followed by the remainder of the oldies with the modern tractors following on behind. Onto station road heading into March town centre less than 500 yards and disaster struck the lovely looking Fordson Super Dexta lay strnded with fuel pouring to the floor. For the rest of us it was upward and

onward as we pressed on towards the Town centre at this point the big modern tractors were to divert off round the bypass as there was a weak bridge in town but was suitable for us smaller oldies. After passing through March we joined up with the rest of the other tractors, we then passed through Wimblington and Doddington before heading out into the countryside heading to Chatteris. At the



big round-about on the approach to Chatteris we took the Sutton to Ely road before branching off and head to Manea. All the way through Manea the village people had made every effort as they waved and cheered as we passed through the long high street. From here it was onto Christchurch and the Duncow for a well deserved lunch break. No more casulties and even the Super Dexta had mad it though on the back of the breakdown low loader. The afternoon run was to Upwell Needham Bank Friday Bridge Coldham and back to the Eastover playing field, a distance of some 37miles were a large raffle was organised to add to the funds, Steve Neugebauer Chairman of Fenland Farmers thank everybody for their support and wished them a safe journey home.

Peter Thorpe

One of the themes for this years Carrington Rally was International harvester throughout the years

Just a few pictures of some of the unsual machines at the rally.

International
BTD5 built in
1964. The BTD5
was a light
weight lower
powered version
of the TD6 with
a lower price
tag. This was not
a very successful
machine and
only 166 were
built.



International BTD20
built in Doncaster in
1964 and powered
by a Rolls Royce 6
cylinder 124 hp
engine. 3038 were
built and production
ended in 1974.
Many of these
tractors went to the
construction
industry.

International BTD25
built in 1965. A
heavy higher horse
power version of
the BTD20, most of
these were equipt
with a power shift
transmission.
Nearly all were
painted yellow and
used in the
construction
industry.



International Super Cub, converted to a Manitou MC5 forklift
made in france. A very early attempt at a rough terrain forklift
and must have been a very strange machine to drive with this
off-set driving position.



Sidney H – 15th September

Casey W – 5th November

Millie A – 22nd November

**NVTEC East Anglia Group Contact Details
for Officers and Committee 2025**

Tom Venni: Chairman

07557 910246 • thomas.venni@claas.com

Mr G Carson: Publicity Officer

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

Mr J Dowe: Rally Organizer

07843784714 • stradsett@nvtec-ea.org.uk

Mrs Annie Dowe: Rally Organizer & Treasurer

01366 500228 • 07856 787424 • stradsett@nvtec-ea.org.uk

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.clairel@hotmail.com

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/ Commercial etc

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

Mr A Whiteman: Exhibitors parking

01945 430483 • mralancwhiteman@gmail.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

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 550 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)

IMPORTANT NOTICE - SHOULD OUR CLUB GO LIMITED?

Earlier this year the National NVTEC club announced they had gone 'Limited by guarantee'. The NVTEC-EA are asking all members what they think because our NFU liability insurance covers us up to £10,000,000 so if there was a claim made due to something terrible happening the claim could fall on both the committee members and you as members. Whereas being 'Limited by guarantee' would mean each member would only be liable for the sum of £1. Please email your thoughts and opinions to our club secretary at secretary@nvtec-ea.org.uk or better still attend the AGM on Thursday 20th November at Ryston Park Golf Club, Ely Road (A10), Downham Market PE38 0HH where this can be discussed in further detail.

Gordon Carson - NVTEC-EA

DIARY DATES

Sunday 12th October 2025

Tracks Charity Ploughing

September 18th 2025

Club Meeting at Ryston Golf Club

October 12th 2025

Tracks Charity Ploughing

October 16th 2025

Club Meeting at Ryston Golf Club

November 20th 2025

Club Meeting & AGM at Ryston Golf Club

Saturday 8th and Sunday 9th November 2025

Newark Vintage Tractor and Heritage Show

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

Chairman's Chat August 2025

It's that time again where you find me writing my section for the vintage torque and much has gone on since I last wrote in this column. As I eluded to in the last one I have attended or exhibited at several shows, all of which have been brilliant and for most of which so has been the weather. The first one I attended was Carrington rally which was its usual turnout of some interesting and different exhibits, one of the interesting items being the theme of land drainage which brought out some mole drainers and vintage trenching equipment as well as a 1970's international digger with vintage herder weed basket. The NVTEC-EA club stand was also in attendance and once again Gordon and his team did a superb job with an immaculate club stand so well done to all the exhibitors that helped make this happen. The next outing was Woolpit rally which was my first time going to this rally and was refreshing to see a small rally which had the feel of the little local village rallies I remember when I was younger. It was also in a really nice setting too and I saw some working exhibits out I hadn't seen for a long while such as a chaff cutter.



Following on from that we had a nice weather forecast coming up so as the saying goes we made hay while the sun was shining so I was busy with that for a week or so as we got our yearly hay crop in using several of our classic David Brown collection.



The next outing was one I exhibited at which was Thursford gala day which despite the slightly unfriendly weather a fantastic day was had by all and as the NVTEC-EA we came out in force and put on a fine display once again.



I then hid in the shed for a few evenings as I was getting the combine ready for weeting but in between this I did venture out to have a look at the Grimston tractor run and fete. Once again this was my first time attending this event and was once again a nice little village show with a very admirable turnout of tractors for the road run so well done to all involved in organizing this. We then had our summer visit which was well very well attended on which I would like to once again thank Ian and Jackie Thompson for hosting this marvelous visit. Then as I am writing this I have just finished cleaning out the barley horns out of the combine (and me!) from Weeting rally, which we had a good day out in the harvest field on the Friday but then stood still for the rest of the weekend as the weather wasn't so kind to us.



Nevertheless we had a lovely weekend walking round the show and seeing all the sights and despite the weather the show seemed to be well attended by the public too. I would like to also say well done to our nvtec members Ashley Kidd, Peter Kidd, Gordon Carson and John Steward for picking up the tractor trophies at weeting.



The next rallies and events for me will be having a look at little Ellingham on the 9th and 10th of August. Then I will be out turning a bit of land over (or trying) at the NVTEC-EA working weekend on the 30th and 31st of August, followed on by Haddenham rally on the 6th and 7th of September and Henham rally on the 20th and 21st of September. Where I will be exhibiting for the first time and taking the club stand with me so hopefully, I can do at least half as well as Gordon does when he takes it. And lastly the final rally for me of the season will then be Newark tractor show on the 8th and 9th of November. I hopefully look forward to seeing you at some of these rallies and if not I will catch up with you next time.

Tom