



VINTAGE TORQUE

PRESERVING THE PAST FOR FUTURE GENERATIONS

My last message as Rally Organiser



I was asked to take over as rally organiser back in 2012 from Andrew Hunt, which was a bit of a shock, but I welcomed the challenge, and I must say I have enjoyed it immensely. This year (2024) was my last year but was also the club's 50th anniversary. I was presented with a stunning trophy for my 12 years' service to the rally and I thank you all so much. My self and Henry both wanted to go out on a high and we were both so happy with the rally outcome.

We started off as normal at the Tractor World Show, Malvern back in February where we were lucky enough to again win Best Club Stand. Moving onto the annual Spring Road Run early April, which was held for the last time at Walpole Highway, but again we had a great day raising money for the Air Ambulance. Then onto the 3-day special for Stradsett Rally early May. Rain dampened our spirits on the Friday but did not stop it being a 50th rally weekend to remember and one for our club to be proud of. I could not have had a better show to end my years on and thank you all who not only supported me, but the rally and our club. Our last event of the year as always is the Working Weekend held at Fincham late August/ early September and what a weekend this was again, well done to all.

The club has been proudly celebrating 50 years all year and was hoping to end on a high. However, you will all have heard by now of the very sad loss of our long-standing chairman Henry Howlett who sadly lost his life in a horrific accident on Saturday 26th October 2024. Henry has been a great friend to me over the past years as rally organiser, I could always go to him for help and advice but at the same time he always supported me through the good years and the bad. The club has lost a great chairman, but we have all lost a good friend, he will be very sadly missed.

Gordon Carson -NVTEC-EA

Hello Everyone!

Firstly we would like to offer a warm 'hello' as your new rally organisers.

A bit about us, well, we have a passion for vintage rallies - in fact, it was on the Hilgay Vintage & Country Show rally field that we actually first met back in 2017! Since then we have been a part of the NVTEC-EA committee and are excited to take on this momentous challenge.

You may have spotted us in years gone by as we have been getting to know you all on the exhibitors gate (with our two Rotties, Stanley & Norman).

Similarly, Annie is well known on the rally field for her love of Field Marshall's, often showing her God Father's Series 1.

We have some very big boots to fill indeed, but are looking forward to putting on a (hopefully) great show with your help!

On behalf of the committee and the friends of Stradsett Rally we would like to thank you all very much for supporting our 3 day, 50th celebration which we enjoyed and sincerely hope you did too. We would also like to thank Gordon, for all of his hard work over the years.

Not a huge amount will change this year. Gordon has put in an incredible amount of work to make this show what it is today and we want to continue in his footsteps. As ever there will be entertainment in the beer tent throughout the weekend including a performance from Dr Busker on the Sunday evening.

Entry forms will be out with your next copy of the Vintage Torque, and once out to members, they will be available to download online.

For this year's show, the theme is 100 Years of Caterpillar & the Evolution of Tractor Cabs. This years show will be dedicated to our club chairman, Henry Howlett, in his memory.

We are looking forward to another great show in 2025 and hope to see you there, Sunday 4th & Monday 5th May!

All the best
Annie & Jack



Welland Steam and Country Rally

This year over the weekend of the 26th, 27th and 28th July, we attended the Welland rally. This was to be the rally's 58th year so the same age as me, its hard to believe that the rally started the same year I was born. Despite being in the vintage tractor world and rallying for nearly 25 years, I have never heard of this show until this year. We arrived about 1pm on the Thursday and it was all very easy and smooth to get in. It was a bit of a shock to see all the camping on quite a large hill, wasn't expecting this but we got sorted and it's a good job I don't drink, it felt like I was drunk all weekend as it was.

One thing that amazed me is that there were no caravans inside the show: not for steam, stationary engines, catering or trade. It was brilliant and made the show look so much better. People won't like me saying this, but all shows should be like this as caravans spoil the look of the show and clearly from the number of exhibits at Welland, it didn't put people off from coming. Our steward was Mr Graham Skittery who made us all very welcome and looked after the ring parades.

We took along the newly restored 1963 David Brown 850D to be part of this year's David Brown theme. We also took along the first tractor in our collection to be restored, the 1941 John Deere model B row crop. This tractor was new to Bryan's farm



and remains there today and also still looks virtually as good as it did back in 2001, some 23 years ago when it was restored. The Wests were all part of the old tractor display having travelled for 6.5 hours to get there. They were displaying a 1917 8/16 Avery, 1919 10/18 Case Crossmount and their 1924 Case 12/20 all looking and running excellently.



Nick Sanders from Reading who I have got to know well over the past 20 years was displaying a very nice 1929 Massey Harris 12/20 which was being shown in the light grey (we have a 12/20 1929 in the green). The Massey Harris/Wallis was the first tractor built by Massey Harris after they brought the Wallis company. Nick was pulling a hay rack, and the 2 things together looked the part.

The joint oldest tractor with the West's Avery was the International Titan 10/20 1917 owned by Geoff Townshead from East Sussex and seems to start and run well. It was nice to

see the Waterloo Boy Model N 12/25 HP built in 1919 and owned by Harvey Williams going around the ring. Neville Websdale had to travel further than us but was there to be part of the David Brown display with 4 tractors.

In the historic commercial vehicles was a good looking 1933 Citroen pick up owned by Mr D Smith from Holt in Wiltshire. This is the next model up from our 1927 B14 Camionette pickup so it was good to look around this. Further along the line up was a really good display of a butcher van set up just as it should be inside, all in a very well restored Austin A60 van built in 1972 and owned by Mr Caddy from Truro, Cornwall.





We had ring parades on all 3 days and to see the vast amount of public around the ring was great. It was drive in, go around as many times as you like and then back out with no stopping which is much better for most of the pre 1950 tractors. There was quite a lot of movement of vehicles in the show, mainly steam so you had to keep your wits about you, but it was one of the best shows I have ever been to.

On the Saturday evening, they had live entertainment on stage.

This with all the catering, fairground, showman's engines and bar brought out the crowds it was like being at a pop concert and was just amazing. The weather was fantastic which always helps and then to top off the

I had a chat with the owner of a lorry I had never seen before, this was Mr Paul Nicholas from Shropshire with his Shelvoke and Drewry flatbed truck built in 1971 and very well restored. This lorry is fitted with a David Brown gearbox and a Parkins 6.354 engine with a maximum speed of 40mph. It was first owned by Newark Rural District Council and used as a sewage tanker moving sludge from small works to large works for treatment.



Over in the stationary engine lines was a very nice display called The Cowshed with a mangle, oat roller and cake breaker all being driven by a 1920's Armstrong Whitworth. A lot of effort and thought had gone into that and a real credit to them. Another engine that caught my eye was the Petter Model M type 2.5 HP. This engine was built in August 1917 (no 50017) and fitted with a dynamo. It was supplied to the war office for use during WWI and is believed to be the only one remaining.



lovely evening, there was a firework display at 10pm.

Thanks to the organisers for putting on the show, it must take all year but it's certainly worth it.

Gordon Carson
NVTEC-EA

A Restored GBW Sugar Beet Harvester at Newark Rally

This was built by Norman Garford at Maxey near Peterborough, the Atom 25 model built in 1957 developed from well know 50 & 60 models was a very light weight machine, a seperate company was set up to build this harvester with Norman Garford, Reg Butcher and Dick Witt hence the name GBW.

The list price when lauched was £307 10s.

In 1963 the company sold out to Fisher Humphries.

Reg Fletcher - NVTEC-EA



REMEMBERING

Henry Howlett – NVTEC-EA Club Chairman

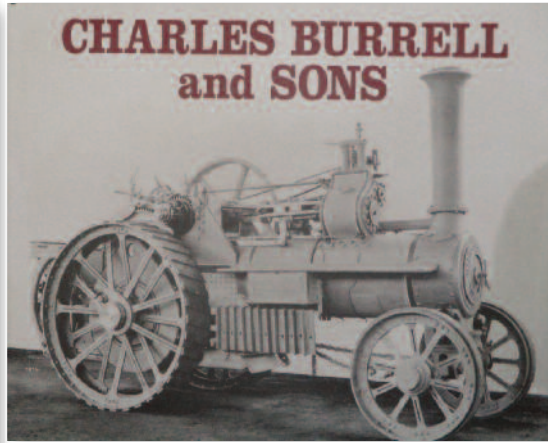
It is with huge sadness that I am writing to let you all know of the loss of our long-standing chairman and good friend to many of us, Henry Howlett. I first met Henry and Jean long before I was part of the club, at the Folkes Arms on a New Year's Eve night out and went on to see many more New Years in with them. Henry was our chairman from 2001 but then stepped down in 2004 when Peter Thorpe took over the roll until 2012. Peter had to step down due to family responsibilities, in which Henry kindly stepped back in for the club as chairman. This was the same year I took over as Rally Organiser and we have worked alongside each other for the past 12 years. Henry was always at the end of a phone for help and advice but at the same time leaving me to get on with the job of organising the rally. Henry was born on October 14th, 1949, making him just 75 years old. He was born in the family farmhouse which they still own today, and their son Chris still lives in on their farm at Tydd St. Giles. Henry worked on the farm from leaving school at the age of just 15 in 1964. When his dad fell ill the late 80s, Henry had all the work to do and the stress of running a farm. Henry took over the farm after his father died back in 1991 and has worked hard to keep it going. As we all know farming is a very stressful job which may have contributed to Henry's heart attack back in 1990. He was advised to find himself a hobby so with his love for John Deere Tractors he found a rather rough John Deere row crop model B tractor in a hedge at Buster Barn Gedney. Henry purchased the tractor and started the renovation. This led to Henry joining the club in the very early 1990s where he found many enthusiasts and from this made many, many friends. He went on to restoring a crawler T.D.6 and won a trophy at Stradsett Rally for which he was over the moon. Away from farming and vintage tractors, Henry was also known for his love of big American cars and his big Stetson hat. Some of us know another side of Henry with his love of music. Henry and Jean would travel the country to dance the night away to groups such as ABBA, Queen, ELO and Take That. Henry married the love of his life Jean on 2nd August 1975, and they were looking forward to celebrating their golden wedding anniversary next year. They had 2 children, a son Chris and a daughter Joanna and lived their lives on the family farm Tydd St. Giles. Henry has given 100% to our club for over 30 years and we could not have asked for more from him. The club has only seen 2 chairmen in virtually the last quarter of a century. He was to stand down from chairman at this year's AGM but he died our chairman with his hat on and head held high. The club has lost a great chairman but we have all lost a very good friend. He will be sadly missed by us all.

Kind Regards
Gordon Carson





Charles Burrell Senior



Charles Burrell Steam Engine

Saturday 26th October was the last steam – up and open day for the Burrell museum Thetford for this year. Having never visited the Works museum I thought this was a golden opportunity to learn and discover about our local Victorian engineers who were to become manufacturers of - portables, general purpose, road haulage, steam rollers a few ploughing engines and a few steam wagons. They were perhaps best known in making road locomotives and showman's engines, and also producing one-man operated steam tractors. Burrell's earned a reputation for quality and appearance building engines for customers far and wide exporting to Australia, New Zealand, South Africa and many other countries.

The Burrell story starts back in 1740 Benjamin was apprentice to a Thetford blacksmith. About 1770 Benjamin's three sons Joseph, William and James start in business as Smiths making and repairing small agricultural tools. In 1803 the Burrell seed drill wins the Silver Cup at Holkham Agricultural Show. In 1837 James's nephew Charles Burrell at the age of 19yrs takes over the family business. Steam was becoming a major source of power and in 1848 Burrell's



The three engines from the Museum



Museum Building

produced their first portable engine these were to be the source of power driving mills and threshing sets on farms replacing the horse. 1856 the Boydell Burrell Traction Engine was made this was their first portable tracked machine. This was swiftly followed in 1860 by its first chain

driven machine. The company employing near 300 workers acquired limited liability status in 1884 becoming "Charles Burrell and Sons Ltd". In 1891 the company looked outside of agriculture and produced its first Road Roller. With a workforce of some 400 men and apprentices Charles Burrell junior takes over the reigns in 1900 from his ageing father of 83yrs. By now steam was starting to have competition from the advancements of the internal combustion engine, but in the face of this competition Burrell's in 1911 produced their first Steam Wagon. During the war years of WWI became a munitions factory as well as building steam wagons for the war effort. After the 1914-18 war Burrell's went into decline with a surplus of second-hand engines

from the war and a growing number of internal combustion vehicles and a poor economic situation caused a downturn in orders. The factory workforce was reduced to a four day week, and in 1919 the company joined the Agricultural and General Engineers group in an attempted to shore up its position, but this proved a disastrous move. The end was in sight with the factory finally closing in 1928 with the last orders for Engines being completed by Richard Garrett & Sons of Leiston Suffolk.



The Forge where it all began



The town plaque in recognition of the works

The Works buildings which covered some 3 acres next to the river in Minstergate and St. Nicholas Street went into decay with many being demolished to make way for redevelopment. In 1987 the donation of a set of company engine drawings and other archives lead to the council initiating a museum dedicated to preserving and highlighting the importance of the company to the industrial history of Thetford. In 1991 the Charles Burrell Musuem opened in the former paint shop a building dating back to 1844/45, it is a grade II listed building and features a Belfast truss roof one of the oldest examples left. This design was subsequently commonly used in aircraft hangars and large departments. The musuem houses three Engines that regually steam up and turn out to special events in and around the town during the year. Besides all the paper archive material there are displays of the old forge and workshop machines driven by belts and pullies. A small cafeateria all helps to make a visit to this rear piece of Victorian history all very pleasing.

Peter Thorpe

Visit to Brian Knights - Great Casterton Stamford

Saturday 11th of May 2024 just recovering from a very busy and successful Stradsett Rally of the Bank Holiday the weekend before around forty or so members and friends made their way up to Great Casterton just of the A1 to Brian Knights at Church farm. On arrival we were met with Brian dressed in a well worn boiler suit, coal and grease smudges adorning his hands and face. This was Brian in his height of glory as he was getting one of his steam engines steamed up read for our visit. When meeting Brian at his yard of pleasure you find it hard to believe he is Managing Director and owner of one of the biggest sprayer manufacturers in the UK.

The farm buildings at Church Farm are crammed full of restored combines trailed and self propelled from an age when farming was more an enjoyable and social life style. This collection of fantastically restored combines which in the main are ready to work are down to Brian's late father Ron his knowledge, skill and detail was second to none. This craft has been installed in Brian though not as a combine restorer but steam

engines and their working equipment, such as ploughs and cultivators. There is also a few cars and tractors although many of the machines on display would be very difficult to replace we were given the freedom to look and clime over the machines and check them out.

Brian also has another hobby that he keeps quiet about and that is match ploughing and with his International B275 and 2furrow plough is often seen at ploughing matches during the Autumm months and for a sprayman he turns a dam good furrow with silver ware to prove it.

The day was brought to a close with Brian taking us around the nettles and hedgerows around the yard that still had many projects awaiting retoration, some of these were offered up for sale of which I believe a deal or two was done.

After a wonderful tour of this impressive collection the Club thanked Brain, family and staff that had come in to make our visit such a success.



Marshall Combine powered by 2 seperate engines



McCormick 123SP Combine



McCormick Deering Trailed Combine



Ransomes Combine



Claas Trailed Combine



Very early Massey Harris



Ford Model A Van

Peter Thorpe

Part of the Sugar Beet display at Carrington



GBW mounted single row beet harvester

Roerslev single row sugar beet harvester



John Salmon Convertable single row harvester



Horse drawn sugar beet plough

Single row catchpole sugar beet harvester



3 Lovely unresorted Massey Ferguson Tractors built in Detroit from Carrington Rally



An American spec MF35 multipower, with a 3 cylinder Perkins petrol powered engine.



Ferguson TO35 built in 1958 with a standard 4 cylinder 23c diesel engine. This tractor was imported from the USA in 2018. It spent its working life in Milwaukee.



MF135 powered by a Perkins 3 cylinder petrol engine. Imported from Canada in 2022. Spent its working life in Ontario.

Reg Fletcher - NVTEC-EA

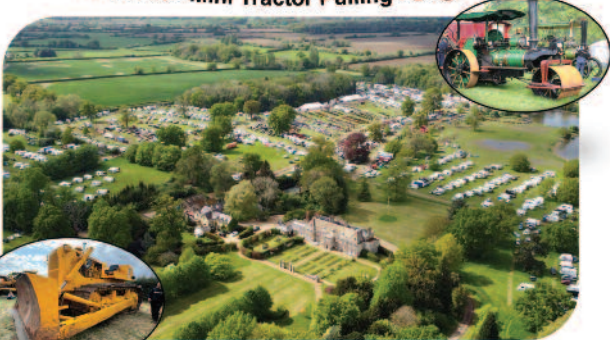
Sunday 4th & Monday 5th May 2025

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, 80 Years of the E27N & the Evolution of Tractor Cabs

Pre-Booked Exhibits Only

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

- Catering - Fairground - Ring Displays - Trade Stands -

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



In Memory of our Chairman, Henry Howlett

Woolpit Steam



Woolpit Steam Rally is always the 1st weekend of June, although saying that their 2025 show is Saturday, 31st May and Sunday, 1st June. It is organised and run by the Seeley brothers with kind permission for the use of land by R & P Barker. The show has kept small but selective with some of the rarest

mess and meant many had to be pulled in. Just like us, they got everybody in safely and then both the Saturday and Sunday saw very good weather with sunshine. This soon dried up the field and what a show it was and then also allowed everybody to get out on the Sunday night under their own steam.



tractors attending each year. They must have something right as their 2023 rally raised an astonishing

We took along the 1922 Wallis OK 15-27 – this tractor came from the Peter Bourne sale in Wales back in 2006. It's not restored but it's not rusty and generally starts ok and drives lovely. You don't see many Oks about, but you do see a few more 20-30s, just like Barry Ayres with his 1928 example. We took the opportunity to park them both together and get some pictures. There are not many differences between the OK and 20-30 but probably one of the most obvious is the steering box on the OK is right at the front whereas on the 20-30 it is on the side. As a little bonus, as I had room in the lorry, I also took along the 1944 John Deere BR. This is also a lovely little tractor to drive, and I still have people today amazed that you start them on the flywheel. The 2-cylinder petrol/two tractor is very tidy and gets some good attention. Gerald Seeley gave us a demonstration on how to start his now restored International Harvester Mogul 12-25. Built in 1916, it's a bit of an operation to start but once it's all set up

£30,000 for local good causes. This year, like many of us, they experienced heavy rain on the Friday set up day. This made a bit of a



correctly and the petrol is pumped up, she soon struck up and ran beautifully – thank you for the demonstration.



This was the Wests' last show before heading back to Kent. They came down from Carrington



Rally, then the Suffolk Show and from there to Woolpit and at some point, all 3 shows had wet weather. They were pleased to be loading their lovely 1917 Avery 8-16, 1919 Case 10-18 and their 1924 Case 12-20, all beautifully restored, up in the dry for a change.



built in 1927, which again run lovely. This is just a great weekend away and the

fact that we are all helping raise money for local charity's is a

Something you don't see too often is a restored 3-ton trailer, but Mr. Manning was showing his Wheatley 3-ton fully restored tipping trailer behind his 1958 Int B250. William Engleman visited on Sunday with a very nice-looking Rumley 12-20 that was in original condition and run lovely. Corin Harris was also showing an original Renault PE



bonus. I thank all who put the time and effort in to put on the show for us to exhibit our old toys at.



Gordon Carson - NVTEC-EA

MEMBERSHIP MATTERS

Hello Everyone

Hope you are all keeping well and have enjoyed the 2024 rally season. It seems unbelievable that we are approaching the end of yet another year already!!! This means your membership for 2024 will expire at the end of December and will need renewing for 2025.

The membership renewal form for 2025 is enclosed in your Vintage Torque. I'm sure you will all appreciate that due to the constant rising cost of living, we are having to increase our membership fees too. Forms of payment are BACS (preferred method), cheque or cash. As per this year, I will be present at the December and January winter meetings at Ryston Park Golf Club, where I will also be able to take card payments on the night. If you send your membership renewal to me, please remember I require a STAMPED ADDRESSED ENVELOPE to be able to send you your membership card(s) to you.

I would just like to take this opportunity to thank you all for your continued support throughout 2024. We end this year with 540 members (slightly less than last year!!), but we have gained more than 30 members. Please do remember our NVTEC-EA Facebook page; lots of pictures/stories are shared along with important club news/events, so do feel free to join.

Lastly, I would like to wish everyone a very Merry Christmas and a Happy New Year. I hope it's a very enjoyable one and look forward to seeing you all in 2025.

Claire (Membership Secretary)



Vintage Tractor Charity Road Run

Sunday 6th April 2025

Leaving from Shouldham
10.30am Start

The Road Run will begin at Mr Hipperson & Son, Melrose Farm, Shouldham, PE33 0DB



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.



NVTEC-EA Spring Charity Road Run



For many years now the road run has started and finished at Walpole Highway. Bryan and Julie Beba have been a great help to the club by allowing the use of their yard and facilities. This has all been at no cost to the club which as we all know can make a lot of difference to charity money raised. This was to be the last year from Walpole Highway as it was felt we could do with a change in location to find new routes, new pubs for lunch and to give others a chance to attend. Sadly of course this will mean we will lose some regulars but hopefully we will gain some new ones from the new area of Shouldham.

As with all the events we rely on volunteer stewards to run the event safely. This year we had David Askew, Peter Thorpe, Kate Penn, Malcolm Bush, Richard and Anola Perry, John and Judy Webb so we thank you all for your time. As with most events the weather plays a large part and whilst a road run is not completely weather dependent, it still can make a big difference to the day. My son Jason and daughter-in-law Lauren cooked us all egg and bacon rolls to set us off with and there was plenty of tea, coffee and biscuits available.

We set off around our normal time of 10.30am with 42 attending which is a manageable amount to cope with on these back roads and does not cause us too many traffic problems. I must thank all the locals for their patience on the day if we held you up, but it was for a very good cause (MAGPAS Air Ambulance). David Askew led the run with his 1963 Fordson Super Major and Peter Thorpe was back man Charlie with his 1974 Ford 3000. The oldest tractor on the run was Richard Watson's Ferguson TEA 20 better known as a little grey Fergi.

The route took us up through Terrington St John, Tilney St Lawrence, Magdalen and around Watlington going over 2 railway crossings and then back through Tilney All Saints making our way to Brothers in Arms in Walpole St Andrew where we stopped for our lunch break. They looked after us very well and we thank them for their hospitality. After lunch we headed off through Walpole St Andrew and Walpole St Peter up to Walton Highway, down through Marshland Smeeth where we stopped off at Marshland Village Hall and were made very welcome again and thank the hall staff for looking after us all. Each year, Supreme Windows Ltd sponsors the trophy for the most sponsorship raised and this year that went to Ian Cable who raised an amazing £500.00 so congratulations Ian and very well done.

This year we had a good selection of tractors, some classics with cabs and some vintage without. It was great to see the variety that attended from Ford, Massey Ferguson, International, John Deere, Nuffield, David Brown, Case and we thank each and everyone of them who gave their time and old tractors to raise money for the Air Ambulance helping us raise a total of £2,370.

The 2025 Road Run will be held on Sunday 6th April and will leave from Mr Hipperson & Son, Melrose Farm, Shouldham, Norfolk, PE33 0DB. Entry forms are on our website at www.nvtec.ea.org.uk or contact David Askew on 01945 430481.

Thank you again for all the help and support.

Gordon Carson
NVTEC-EA



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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 Feb)

Henry Howlett NVTEC-EA Chairman



It is with a very heavy heart that I am writing this message to you all. As a family we are reeling from the sudden and tragic passing of Henry, my husband of 49 years, a father and grandfather.

He has been associated with the NVTEC for such a long time. In the early 90's he acquired a very sad looking 3 wheeled John Deere tractor and from that time on was hooked.

Hours upon hours were spent on restoring it until he was satisfied it was looking its best. Because of this restoration he explored the possibility of joining the Club and has been a member and Chairman twice over the past 30 plus years.

His association with Stradsett is legendary. He liked nothing better than helping to greet the exhibitors and trade stand holders the day before the rally started and to look after his judges making sure they were fed and watered after their judging had finished.

He was so pleased to have been part of the 50th anniversary this year and would have stepped down as the Club's Chairman this month, a bittersweet moment maybe but it was time for the new generation to take on the mantle.

A unique man, full of character and we, as a family, thank all of you who have made his days with you happy ones indeed. May he have the peace he deserves.

Jean Howlett

DIARY DATES

19th December - Club Meeting

Christmas meeting with a team quiz

16th of January - Club Meeting

Joe Bentley on the history of bexwell tractors

20th of February - Club Meeting

TBC

20th of March - Club Meeting

Sam Warwick on his work with the British Antarctic survey

22nd - 23rd March 2025

Tractor World Malvern

Sunday 6th April

Spring Charity Road Run

Sunday 4th and Monday 5th May 2025

Stradsett Park Vintage Rally

Basil Whiting Memorial Road Run



Sunday 15th September a memorial Tractor Road Run was organised by Nevill Websdale and hosted by Roger Coe at Church farm Grimston in memory of the late Basil Whiting who passed away on the 14th April 2024 aged 89yrs. and was one of the founder members of our vintage club NVTEC-EA.

After a week of inter changing weather it was refreshing to rise on Sunday morning 15th September to a bright sunny morning with a hint of Autumn freshness in the air. Shortly after 9 o'clock tractors started arriving at Church Farm Grimston where Roger Coe was our host and route organiser welcomed us all as we arrived. Sally Websdale and friends were busy checking in the entrants and selling raffle tickets for the draw to take place in the afternoon on our return.

At 10.30am Roger Coe on one of his vintage Case tractors towing a vintage cart with supporting guests headed off leading Basil's old Fordson Super Dexta driven by Andrew Websdale, followed by 55 various vintage and classic tractors. On leaving the farm the convey circled the village passing by Basil's old home before heading to Great Massingham passing through the large Green and ponded area of the village. We then passed by Little Massingham onto Harpley crossing the A148 down Houghton Hill into Anmer and Sandringham though there were lots of people come out to wave and cheer us on, there was no sign of royalty as we passed through their large estate. From Sandringham we headed to Hillington joining the A148 for a short stretch, and though the road was very busy the driving public were very generous in letting our convey filter into the traffic flow. After turning off the A148 in Hillington it was a short run back to Grimston after a route of about 21 miles. The lovely weather had allowed Basil's wife Pam to greet us all back as she sat in her wheel chair. Once all returned and parked the raffle was drawn and Thanks were made to Roger, Nevill, Sally and their supporters as it was Announced that the efforts of the day had raised £860.49 for Cancer research.

Report by Peter Thorpe

100 Years of Caterpillar to theme at Stradsett 2025



2025 marks the century of the first Caterpillars being built. This will be the main tractor theme for the 2025 Stradsett Park Vintage Rally being held as normal over the first May bank holiday weekend, Sunday 4th and Monday 5th May. Austin West, Colin Holwell and Reg Fletcher have already been encouraging many owners of rare Caterpillars to attend so I am sure it will be a fantastic display through the years. We thought we were going to have a little problem and that is as it is the century of Caterpillar this has brought to light a law that has been around for years apparently, but one we did not think affected a rally field, but we just had to make sure. It seems if you work on a farm and drive a crawler/track laying vehicle on the land then a full car licence is fine. However, if you want to drive up the road, cross the road or unload onto the road, it seems you will need a category H on your licence. You need a licence to drive the machine you are insuring and in this case most of us don't have a category H. Fortunately, it was brought to light in good time, so we had chance to get this clarified. Our insurance does cover us to drive a crawler/track laying vehicle in full on a rally field, so that's great news. At many of the events next year, 2025, that feature caterpillars I am sure the next small problem we will all be having is having to restrict the amount and size that can go around the ring. This is due to crawlers cutting up the ground for all the smaller cars motor bikes or horses, etc. Whatever happens we will have a great display of Caterpillar machines, I am sure. This will be the first outing for my now restored Ransome service cart that of course would have been used behind a crawler back in the 30's. The Stradsett Park Vintage Rally will be back to a 2-day show on Sunday 4th and Monday 5th May 2025, don't miss it.

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